


**MILKMAID STERILIZED NATURAL MILK.**



IT POURS.

# Hongkong Daily Press.

ESTABLISHED 1857

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**FOR SUMMER WEAR. LUSTRES**

TWO QUALITIES  
CREAM Colour  
\$10.00 and \$12.50  
per piece of 30 yards.

**ALEX. ROSS & Co.**  
4, DES VOGES ROAD CENTRAL

No. 17,509.

號九零百五十七萬一第

日七十二月五年寅甲

HONGKONG, SATURDAY, JUNE 20TH, 1914.

大拜禮

號十二月六年三國民華中

PRICE, \$3 PER MONTH.

**INTIMATIONS**

**BEAR BRAND STERILIZED NATURAL MILK.**



**PURE SWISS MILK.**

THE BERNESE ALPS MILK CO.  
STALDEN, SWITZERLAND.

**ASK FOR IT!!**

AGENTS:-

**F. BLACKHEAD & Co.**

TELEPHONE 66.

Hongkong, 8th June, 1914.

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**GREEN ISLAND CEMENT COMPANY.**

**PORTLAND CEMENT.**

In Casks 375 lbs. net.

In Bags 250 lbs. net.

**SHEWAN TOMES & Co.**

General Managers.

Hongkong, 3rd June, 1914.

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**MITSU BISHI GOSHI KWAISHA (MITSU BISHI CO.) COAL DEPARTMENT.**

SOLE PROPRIETORS OF TAKASIMA, OCHI, MUTABE, YOSHINOTANI, NAMAZUTA SAYO, SHINNEW AND KAMITAMADA Collieries.

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Cable Address for above: "IWASAKI".

Codes: A.I.A.B.C. 5th Ed., Western Union.

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GLASGOW-Messrs. A. R. BROWN, McFARLANE & Co., Ltd.

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K. KATO, Manager.

No. 2, Pedder Street, Hongkong.

Hongkong, 24th April, 1914.

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**PEAK TRAMWAY COMPANY, LIMITED.**

**TIME TABLE.**

WEEK DAYS.	
7.00 a.m. to 8.00 a.m.	Every 15 minutes.
8.00 " to 10.00 " "	" " " "
10.00 " to 11.00 " "	" " " "
11.30 " to 12.45 p.m.	" " " "
12.45 p.m. to 1.15 " "	" " " "
1.15 " to 1.45 " "	" " " "
1.45 " to 2.15 " "	" " " "
2.15 " to 3.00 " "	" " " "
3.00 " to 3.10 " "	" " " "
NIGHT CARS.	
8.50 p.m. to 9.00 p.m.	9.30 to 11.00 p.m.
Every Half-Hour.	
11.00 p.m. to 11.45 p.m.	Every Quarter-Hour.
SUNDAYS.	
7.45 a.m. to 10.30 a.m.	Every 15 minutes.
10.30 " to 11.00 " "	" " " "
11.30 " to 12.00 noon	" " " "
12.00 noon to 1.00 p.m.	" " " "
1.00 p.m. to 5.00 " "	" " " "
5.00 " to 5.30 " "	" " " "
5.30 " to 7.00 " "	" " " "
7.00 " to 8.10 " "	" " " "
NIGHT CARS as on Week Days.	
Extra Car at 12 Midnight.	

**SPECIAL CARS** by arrangement at the Company's Office, Alexandra Building, Des Voeux Road Central.

**JOHN D. HUMPHREYS & SON,** General Managers.

Hongkong, 29th May, 1914.

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**WEISMANN'S**

FOR QUANTITY.

**WEISMANN'S**

FOR PURITY.

**WEISMANN'S**

FOR QUALITY.

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**SOUTH**



**MANCHURIA RAILWAY.**

**SHORTEST AND QUICKEST ROUTE BETWEEN THE FAR EAST AND EUROPE, VIA DAIREN.**

**TIME TABLE**

(Effective from May 1st, 1914, to April 30th, 1915).

**THREE WEEKLY EXPRESS TRAIN SERVICE**, composed of excellently equipped Dining, and First and Second Class Sleeping Cars, is operated between Dairen and Changchun in connection with the Trans-Siberian Express Trains and with Dairen-Shanghai Direct Mail Steamer Service by the s.s. **SAKAI MARU** and **KOBE MARU** (each Equipped with Wireless Telegraph) as follows:-

NORTH BOUND.		SOUTH BOUND.	
Connecting at Dairen with	Wagon Express	Connecting at Dairen with	Wagon Express
1st Class	2nd Class	1st Class	2nd Class
Shanghai (S.M.R. Steamer)	Port Arthur	Shanghai (S.M.R. Steamer)	Port Arthur
8.00 a.m.	10.00 a.m.	8.00 a.m.	10.00 a.m.
1.45 p.m.	3.45 p.m.	1.45 p.m.	3.45 p.m.
7.15 p.m.	9.15 p.m.	7.15 p.m.	9.15 p.m.
8.00 p.m.	10.00 p.m.	8.00 p.m.	10.00 p.m.

\* Russian Train Time is 23 minutes faster than the S.M.R. Time.

The above fares do not include the Express Train North Fee.

**THROUGH REGISTRATION OF BAGGAGE.**—By the "International Through Passenger Traffic via Siberia" through tickets are issued from Shanghai (and the principal stations via Siberia) to London, Paris, Berlin, and Vienna, and vice versa, and holders of these tickets are also entitled to through registration of their baggage. Travellers must, however, ask specially for the "International Through Passenger Traffic via Siberia" tickets in order to secure this facility, which is not obtainable by the ordinary booking.

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**RAILWAY HOTELS.**—**YAMATO HOTEL** (Tel. Add. Yamato). At Dairen, Port Arthur, Mukden, Changchun, and Hsuehsien (the finest sea-side resort in North China), all under the Company's management.

**TICKET AGENCIES.**—The Company's Railway and Steamer Tickets are obtainable at all the Agencies of the INTERNATIONAL STEAMERS CAN & EXPRESS TRAINS CO., Messrs. THOS. COOK & SON; HAMBURG, DESSAU, LAMARCA, AMERICA, LINDER, the NORMAN RASMUSSEN, and the NIPPON Yusen KAISHA, Shanghai; from each of whom all information, time-tables, pictorial guide-books, etc., can be obtained free, or direct from the

**SOUTH MANCHURIA RAILWAY CO., DAIREN.**

Tel. Add.: "MANTRON."

Codes: A.B.C. 5th Ed., A1, and Lieber's.

**FUSHUN COAL**

**THE BEST STEAMING COAL IN THE FAR EAST.**

Fresh stocks always on hand at Dairen, Port Arthur, Newchwang, and Tientsin Depots, and also at Chefoo, Shanghai, Hongkong, Singapore, and Penang.

**MINING DEPARTMENT.**

**SOUTH MANCHURIA RAILWAY CO., DAIREN.**

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**LONDON (ENGLAND)**

FROM

**CHINA**

BY THE

**TRANS-SIBERIAN ROUTE**

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**HOOK OF HOLLAND-HARWICH.**

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**THE YOKOHAMA DOCK CO., LIMITED.**

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Codes used:—A.B.C. 4th and 5th Editions, Lieber's, Scott's, A1, and Watkins's.

**DRY DOCK DEPARTMENT.**—Telephone Nos. 378, 508, 681, 2050, 3470.

**NO. 1 DOCK.** Docking Length 515 ft. **NO. 2 DOCK.** Docking Length 378 ft. **NO. 3 DOCK.** Docking Length 481 ft.

Every description of repair work is undertaken. A large assortment of material including tall shafts are kept in stock. Two powerful low boats, floating derrick lift 45 tons, pneumatic, electric, hydraulic plants, etc. Manufacturers of engines, boilers, tanks, lighters, constructional steel work, etc. Depend on short notice by letter or cable.

**WAREHOUSE DEPARTMENT.**

99 buildings, principally of brick and steel, containing private bonded warehouses and sugar consignment tax covered warehouses. Floor area 57,817 square yards, of 14 acres. Every description of warehousing, custom-house, brokerage, and insurance undertaken. Rates moderate. Mooring Berth, 600 feet by 180 feet by 25 feet deep, adjoining the docks and warehouses.

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**OREGON PINE.**

**LARGEST STOCK LOCALLY.**

ALL MARKETABLE SIZES FROM 1 x 12" PLANKS TO 18 x 18" LOGS. FLOORINGS, 1 x 4", 1 x 6", 1 1/2 x 4" AND 1 1/2 x 6". SPARS, IN LENGTHS FROM 60 TO 100 FEET.

OFFICE AND LUMBER-YARD AT CAUSEWAY BAY. TELEPHONE No. 1710. LETTER BOX 420.

Hongkong, 20th May, 1914.

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IMPORTERS of Teak, Hardwoods, Oregon-Pine and Japanese Oak in Logs and Planks.

Teak and Hardwood supplied Machine-Sawn to any Dimensions. Floorings—Sizes to Order. Philippine Hardwood Wharf Piles in lengths up to 60 feet.

The attention of Architects, Civil Engineers and Contractors is directed to the splendid range of Philippine Hardwoods suitable for constructional purposes.

Prices and Samples on application. Telegrams—Rosewood. Telephone No. 1463. P.O. Box No. 636.

Hongkong, 2nd May, 1914.

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A1, A.B.C. Western Union, Engineering and Bentley's Complete Phases Codes used.

Buildings and Repairs of Ships, Engines and Boilers, and Electrical Engineers.

Manufacturers of Contralto Auxiliary Machinery, Weir's Auxiliary Machinery, Stone's Manganese Bronze, Pulameter and Engineering Co's Refrigerating Plants and Parsons' Steam Turbines, etc., etc.

**AT NAGASAKI.**—Telegraphic Address:—"DOCK," NAGASAKI.

	Length on Keel-Blocks.	Breadth at Entrance on Bottom.	Depth of Water on Keel-Blocks.
3 Dry Docks			
(No. 1 ... ..)	510 ft.	77 ft.	26 ft.
(No. 2 ... ..)	350 ft.	53 ft.	24 ft.
(No. 3 ... ..)	714 ft.	88 ft.	34 ft.

1 Patent Slip capable of lifting vessels up to 1,000 tons.

The Salvage Steamer "OUKA MARU," 716 tons and 12 knots speed, is always ready at short notice.

**AT KOBE.**—Telegraphic Address:—"WADADOCK," KOBE.

	No. 1.	No. 2.
Lifting Power ... ..	7,000 Tons.	2,000 Tons.
Max. Length of Ship taken in	460 Feet.	350 Feet.
Max. Breadth " " " "	53 "	66 "
Max. Draft " " " "	22 "	26 "

The Salvage Steamer "ARIMA MARU," pumping capacity per hour 2,000 tons.

Floating Sheds, capable of lifting 40 tons weight.

ANY ORDERS WILL BE PROMPTLY ATTENDED TO AND ESTIMATES SENT ON APPLICATION

[850]

**ON SALE.**

**THE DIRECTORY and CHRONICLE**

FOR

CHINA, JAPAN, COREA, INDO-CHINA, STRAITS SETTLEMENTS, MALAY STATES, SIAM, NETHERLANDS INDIA, BORNEO, THE PHILIPPINES, ETC.

FOR THE YEAR

**1914.**

NEARLY 2,000 PAGES; 15 MAPS AND PLANS.

TO BE OBTAINED AT THE OFFICE OF

**THE "HONGKONG DAILY PRESS,"**

**MESSRS. KELLY & WALSH, LTD.**

Hongkong, 18th February, 1914.

**HOTELS**

**HONGKONG HOTEL.**

Recently Refurnished and Redecorated. Large Airy Public Rooms, Electric Lighting, Lifts and Fans, Suites en Suite, Bedrooms with European Bath and Lavatory attached. Perfect Sanitation. A LA CARTE GRILL ROOM. J. H. TAGGART, Manager.

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**CENTRAL LOCATION**

All Electric Trains Pass Entrance. One Minute's Walk from Ferry. Telephone on All Floors. Electric Lifts, Fans and Lighting. European Baths and Sanitary Fittings. Hot and Cold Water System Throughout. Best of Food and Service. Hotel Launch Meets All Steamers. Telephone No. 373. Tel. Address:—"VICTORIA." R. H. NORTH, Manager.

**GRAND HOTEL.**

**QUEEN'S ROAD CENTRAL.**

**A FIRST CLASS AND UP-TO-DATE HOTEL.**

A FIRST-CLASS STRINGED ORCHESTRA. Renders Selections during TEA-TIME and DINNER daily, and at 11.15 a.m. and 5.45 p.m.

ENTIRELY UNDER EUROPEAN MANAGEMENT.

THIS HOTEL has recently been thoroughly renovated, extensively enlarged, and is now luxuriously furnished and up-to-date in every respect, situated in the most central position. Large and Airy Rooms, Hot, Cold, and Shower Baths, Electric Light Throughout, etc. Large and Comfortable Lounge, Private and Public Bars and Billiard Room, CUISINE ENTIRELY UNDER EUROPEAN SUPERVISION. Superior Arrangements of the latest HOTEL LAUNDRY MEETS ALL STEAMERS. Monthly Rates for Tea and Dinner. Special Rates for married families on application to: **FREDERICK REICHMANN, Proprietor.**

Telephone No. 197.

Telegraphic Address:—"COMFORT," Hongkong.

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**PEAK HOTEL.**

1,400 FEET ABOVE SEA LEVEL.

**FIRST-CLASS RESIDENTIAL and TOURIST HOTEL.** Unrivalled for Comfort, Health and Convenience, Telephone in Every Room, prompt connection maintained by six lines to Central. Fifteen Minutes from Principal Landing Stage. Moderate Tariff and Excellent Cuisine, Roof Garden and Social Rooms. European Runner meets Steamers. P. O. FEUSTER, Manager.

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**VICTORIA HOTEL**

**SHAMEN—CANTON.**

Telegraphic Address:—"VICTORIA," SHAMEN.

SITUATED ON THE BRITISH CONCESSION.

Hotel electrically lighted, and under experienced European Supervision. GUIDES AND CHAUFFEURS PROVIDED. Every Information and Special Attention given to Tourists.

**REASONABLE RATES.**

**WM. FARMER, Proprietor.**

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**SIEN TING.**

**SURGEON DENTIST.** No. 10, 1/A SUI LAR STREET. TERMS VERY MODERATE. Consultation Free. Hongkong, 20th March, 1914.

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**A LING & CO.**

19, QUEEN'S ROAD CENTRAL.

**FURNITURE AND PHOTO GOODS STORE.**

Photographic Goods of Every Description in Stock. Developing, Printing and Enlarging. Canton Marbles in Various Shades.

Telephone 1219.

Hongkong, 18th April, 1914.

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## INTIMATIONS

A. S. WATSON  
& CO., LTD.,  
ESTABLISHED 73 YEARS.CHEMISTS, DRUGGISTS AND  
PERFUMERS, ETC., ETC.BY APPOINTMENT TO HIS EXCELLENCY  
THE GOVERNOR.WATSON'S  
HOUSEHOLD  
AMMONIA.FOR THE BATH, TOILET,  
AND HOUSEHOLD. Used in  
the Bath it promotes a healthy action  
of the skin, counteracts all effects of  
perspiration, and is refreshing and  
invigorating. It is especially useful  
for cleaning Jewellery, Silver, and  
Plated Ware, etc.WATSON'S  
PURE CARBOLIC  
SOAPS.Highly recommended by the Medical  
Profession for the Bath and Toilet.  
In three strengths. 20 per cent.,  
10 per cent. and 5 per cent.WATSON'S  
SHAVING STICKS.The cheapest and best in the market.  
They give a free and lasting lather,  
and impart a soothing feeling to the skin.  
For delicate and sensitive skins they are  
unequalled.A. S. WATSON & CO.,  
LIMITED,  
HONGKONG DISPENSARY AND  
KOWLOON DISPENSARY.

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## BIRTH.

McGuffog.—On June 13th, at Nanking,  
the wife of James McGuffog, of a  
son.

## MARRIAGE.

PICKERING-WATERMAN.—On June 10th, at  
Shanghai, HAROLD E. S. PICKERING  
to NESTA WATERMAN.

## DEATHS.

BURLING.—On the 19th June, at Hong-  
kong, WILLIAM SIMPSON BURLING, of  
Renton, Dumfriesshire, aged 23  
years.STAMPEFF.—On June 13th, at Shanghai,  
PAULA STAMPEFF, aged 30 years.HONGKONG OFFICE: 104, DES VUEX ROAD C.  
LONDON OFFICE: 181, FLEET STREET, E.C.

## The Daily Press.

HONGKONG, JUNE 20th, 1914.

The resolution passed by the House of Commons authorising the Government to acquire an interest in the Anglo-Persian Oil Company to the extent of nearly two and a quarter million pounds sterling affords noteworthy evidence of the confidence placed by the Naval Authorities in the growing use of oil for motive purposes in the Navy. The further fact that this large expenditure was sanctioned by 254 votes to 18 must be considered to indicate that very little doubt existed in the minds of members of the House that this is "a good business proposition," as Mr. CHURCHILL described it. Mr. CHURCHILL expects that this step will serve to check the tendency of the oil trusts to continually advance the price. Every new oil field exploited must have a tendency that way. It is not surprising that the Government's experience of Oil Trusts has been "a long steady squeeze, the price being doubled in a few years." Within the last few years the demand for oil has increased enormously, and prices being regulated by the law of demand and supply, it is not surprising that they have practically doubled in a few years. This, however, has in turn led to great activity in the exploitation of new regions for oil as well as to the investigation of new means of obtaining oil. Mr. CHURCHILL did not anticipate that all the oil the Admiralty needed would be obtainable from their own wells in Persia notwithstanding that coal would continue, he said, to be the main motive

force of the Fleet. He spoke of the Government continuing to purchase oil from all parts of the world, besides developing the Home shale oil, and experimenting with the extraction of oil from coal. The last factor in the situation seems likely to be not the least important, for we notice that considerable progress is claimed to have been made lately in perfecting a process for the carbonization of coal. If it is all that is claimed to be, it is a process of great value to Britain, for it might make the British Navy in future to a large extent independent of seaborne oil. Experimental plant has been erected at the Throbycroft works at Chiswick and "most gratifying trials" are reported to have been carried out. According to a report by Mr. W. J. ATKINSON BUTTERFIELD, who carried out a test on a sample of Ballycastle cannel from Antrim costing 7s. a ton delivered to the retorts, the yield per ton of cannel was 17.4 gallons of motor spirit, 17.6 of heavy fuel oil, 37.5lb of paraffin wax, 51lb. of pitch, and 54lb. of sulphate of ammonia. He states that if motor spirit were regarded as a by-product of the process and the other products were sold at current market values, the cost of production of the motor spirit would be less than 1½d. a gallon. On this a Service contemporary remarks that it is the most encouraging statement with reference to the possibility of utilizing the country's coal measures for the production of oil fuel which has yet appeared. While these investigations are being encouraged in the Mother Country it is no less satisfactory to observe that the search for oil within the Empire is to be supported "as far as is financially justifiable." It is an ascertained fact that many of Great Britain's colonial possessions are rich in oil deposits. In India and in Nigeria legislation has been adopted to prevent the exploitation of oil-fields by foreign trusts or a gamble in prices by British speculators in time of war, and not long ago the First Lord of the Admiralty asked the Colonial Secretary to despatch to the Governments in all parts of the Empire a letter suggesting concurrent legislation on these lines.

A recent issue of *United Empire*, the organ of the Royal Colonial Institute, contained a very informative article on the subject of "Oil and Strategy," by C. De THIERY, in which he showed how seriously British Naval strategy has been affected to our disadvantage in the days when "trade and policy were completely divorced in British statesmanship." "The present cost of oil and our lack of supplies under our own control are the price we pay for the divorce between trade and policy in the 'seventies,' 'eighties' and 'nineties' of the last century." It may be doubted even now whether there exists any marked appreciation of that relationship of trade and policy which Mr. de THIERY emphasises and it would rather seem that it is still true that "our luck serves us better than our intelligence."

Among the points the author makes is that "we shall never successfully defend the flank of India against aggression from the north and north-west until the moral barrier we raise at present rests on a solid material foundation, of which oil must be the cornerstone. In no other way can we preserve our ascendancy in the Persian Gulf. To delay is to be squeezed out by the commercial enterprise of Russia and Germany. When we have centres of industry from Kerkuk to Rawal Pindi, with outlets for them to the sea of equal importance, there will be no need of paper conventions which guarantee nothing to us, but something to a rival. No longer will our statesmen be asked to negotiate with empty hands, and our diplomats to uphold British interests in Persia and Mesopotamia on crumbling prestige; no longer will we be thrown into a panic at every forward step of other Powers, and reveal our weakness by empty protests. If the position is not to be turned against us, it must be developed economically, with oil produced on the spot as a basis. In the Indian Empire itself, regarded as late as 1907 by no less an authority than Sir MARCUS SAMUEL, as the most likely source of Britain's supply of oil under the flag, we have done no great things except in Burma. When one of India's difficulties is to balance her budget, it must be a matter for regret that British commercial apathy is a contributing cause. For her petroleum deposits should be to her finances what Baku and Maikop are to Russia's." This presents a view of the question not to be found in the public speeches of the First Lord of the Admiralty, who confines himself to the simple question of ensuring supplies of liquid fuel for the Navy in time of war, but when we see how Russia's position in Central Asia has been gained, not so much by conquest as by her commercial expansion through the exploitation of oil in Baku, we cannot but realise that the relationship between oil and strategy is one of the greatest importance and needs to be considered.

The Shanghai Land Investment Company, Ltd., are redeeming this year their six per cent. Debentures of the £1,250,000 issue of 1st October 1904.

The estimated boat population of the Colony to the middle of 1913 was 47,870, and the living boats totalled 10,948, thus giving an average of 4.0 persons per boat.

Mr. A. M. Marshall, of Shanghai, has been appointed to succeed the late Mr. H. A. Ritchie at the West End Agency of the Peninsular & Oriental Steam Navigation Co. in London.

At a sitting of the U.S. Court for China at Shanghai last Monday, Hon. C. S. Lobingier, Judge, announced that in two weeks time the Court would be leaving for a session at Canton.

The Manila Observatory yesterday reported the typhoon to be E.S.E. of Manila, over or near southern Luzon, moving W.N.W. A telegram in the afternoon gave the position of the typhoon as E.N.E. of Manila moving N.W.

Prosecuting two junk people for bringing unstamped letters into the Colony, the Postmaster-General (Hon. Mr. E. D. C. Wolfe) said that they could bring in consignees' letters, but when letters contained other advice they must get them stamped.

The total revenue of the Sanitary Department collected during 1913 amounted to \$254,811.70 as compared with \$249,626.96 in 1912. The estimated revenue for the year was \$250,150. The total expenditure during the year was \$331,254.55 compared with \$324,043.92 in 1912. The estimated expenditure in 1912 was \$350,921.

At the Magistracy yesterday, Sergeant Pincott charged two Chinese boatmen with being in unlawful possession of six rifles, 600 rounds of ammunition, 11 lbs. of loose opium, and 130 tins of prepared opium. The goods were seized by the police on board a sampan. The case was remanded for the analyst to make his report on the opium.

Six pieces of cloth, worth \$62, were stolen from the shop of a tailor in Shau-kiwan West between Wednesday and yesterday morning. The police have also received a complaint from a Chinese motor-driver that some person has entered his house in Des Vaux Road Central and has stolen a box containing clothing to the value of \$50.

The Medical and Sanitary reports for 1913, which were laid on the table at the Legislative Council meeting on Thursday, mentioned that the new scavenging direct scheme had effected a saving of over \$6,000 in the cost of collecting the refuse of the city. For efficiency of control also, the report stated, there can be no comparison between the direct and the contract system.

Mr. A. H. Collinson, Chief Engineer of the Canton-Hankow Railway, has gone to the north of Japan to examine into timber production with special reference to the prospects for railway sleepers, says the *Hankow Daily News*. Upon the completion of his investigations in the Hokkaido, Mr. Collinson is going to London to join a prominent firm of consulting engineers, who have interests in China.

The post vacated by Mr. Rambold, the former Councillor of the British Embassy in Tokyo, will be filled by Mr. H. C. Norman, of the British Foreign Office, London. Mr. Norman comes to Tokio with a well known diplomatic career; he was formerly Secretary of the Embassy at St. Petersburg, a delegate to the mediation conference between Turkey and Bulgaria, and held a number of other important posts in the diplomatic service.

The report of the Colonial Veterinary Surgeon for 1913 shows an increase of \$3,072.55 in the revenue derived from slaughter-houses, and an increase of \$6,620.20 in rents from the markets, of which \$1,369.10 was contributed by the surplus stalls in the reconstructed Old Western Market, \$2,664 by the Reclamation Street Market and the stalls which it rendered vacant in Yaumati Old Market and \$194.60 by the Praya East Market.

The death took place yesterday, at the early age of 23, of Mr. William Simpson Burling, who for just under two years had been employed in the general office at Taikoo Dock. Mr. Burling, who was a native of Renton, Dumfriesshire, took ill about a month ago, and a fortnight since he was admitted to the Government Civil Hospital. The cause of death was consumption of the throat, following upon fever and dysentery. He had made many friends during his short residence in the Colony, and the news of his death came to them as a shock. The funeral takes place this afternoon, the cortege passing the Monument at 2.30.

## TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

N.D.L. "BUELOW" ASHORE OFF  
WEXMOUTH

LONDON, June 19th.

The Norddeutscher liner *Buelow*, bound for Southampton and Bremen from Yokohama, has gone ashore off Weymouth. There is a smooth sea, and the passengers are being taken off.

The *Buelow* went on the rocks in a fog. Her position is favourable if the weather keeps fine.

The liner yesterday evening was perfectly upright, and was not making water. Efforts to tow her off were fruitless. The passengers' baggage has been landed.

THE "KAISER WILHELM"  
COLLISION.DESPAIRING STEERING PASSENGERS CALMED  
BY OFFICERS.

LONDON, June 19th.

Passengers' narratives of the collision of the *Kaiser Wilhelm II.* and the *Incommore* state that the officers had to go to the steering to calm the despairing passengers and serve out lifebelts. The boats could have been launched in 10 minutes. The behaviour of the seamen was splendid.

Divers have found that the German liner has two large rents, 24 feet and 18 feet long respectively. Two bulkheads were burst in, but the others held, and consequently there was sufficient steam to work the pumps.

THE "EMPRESS" DISASTER  
ENQUIRY.

DEFECTIVE STEERING-GEAR ALLEGED.

QUEBEC, June 19th.

The Mate of the *Starstad*, under cross-examination, stated that he thought he had a right of way and that he was entitled to keep to his course and speed even in fog provided the speed were moderate. He anticipated no danger until he saw the *Empress* emerge from the fog, when a collision was inevitable. Captain Andersen, of the *Starstad*, testified that the shock of the collision was a very slight one. The *Empress* disappeared in the fog, and he was unaware that she was damaged. He was quite unable to explain the differences of opinion between himself and Captain Kendall regarding the respective courses and speeds.

Counsel for the *Starstad* produced a fireman employed on the *Empress* who affirmed that the steering-gear of the big liner was defective.

This evidence was rebutted by other *Empress* witnesses.

SCOTCH EXPRESS IN SWOLLEN  
STREAM.THREE PERSONS DROWNED AND TWENTY  
INJURED.

LONDON, June 19th.

An express train from Perth to Inverness partly fell into a swollen stream at Carr Bridge. Passengers were swept off into a torrent, three being drowned and 20 injured.

## HUGE FIRE IN GLASGOW DOCK.

QUARTER OF A MILLION DAMAGE.

LONDON, June 19th.

A fire broke out at Kingston Dock, Glasgow, and several sheds and seven schooners were burned. The fire raged for nine hours before it was extinguished. The damage is estimated at £200,000.

## DURAZZO'S CRITICAL POSITION.

DEFENDERS' ILL-FATED "SURPRISE"  
ATTACK.

LONDON, June 19th.

The situation at Durazzo is critical. A panic reigned after a severe defeat of the Miridites and Malissoris in an abortive "surprise" attack on the insurgents' position in the mountains, when they were surrounded and mown down by quick-firing guns, losing 700 killed. They were poor defenders of Durazzo. The town was again attacked on Wednesday night for 14 hours.

All was quiet in the afternoon, and the reinforcements of Italian and Austrian bluejackets have been withdrawn. An Austrian ship chartered by the Albanian Government cruised the coast and bombarded the rebel positions.

## TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

## THE TURCO-GREEK CRISIS.

UNCERTAIN OUTLOOK.

CONSTANTINOPLE, June 19th.

The situation is improving under the influence of the Powers, but Turkey is determined by hook or by crook to get back Mitylene and Chios. Therefore, they are purposely clearing out all the Greeks on the opposite coasts.

The Porte's reply to the Greek Note has been presented. Although conciliatory in character, it alludes to the perturbation produced in Asia Minor by the influx of 200,000 Moslem refugees from Macedonia, who had been obliged to flee from persecution, and mentions that measures have been adopted to reestablish order, and hopes that Greece will reciprocate these efforts in Macedonia. Nevertheless, the reply evades the Greek demands for the reinstatement of emigrants and the return of their property.

Germany has agreed to the proposal of the Porte that representatives of the Embassies at Constantinople should investigate the position of the Greeks in Asia Minor.

A party of Turkish Naval officials have arrived in England to purchase 120,000 tons of coal and five transports.

Though there is still optimism in the European capitals, the lighthouses have been extinguished on the Asia Minor coast, and two classes of Turkish Reservists have been called out.

The feeling of pessimism is growing in Constantinople, and Serbia's declaration that she will support Greece has strongly impressed the Porte.

ROUMANIA AND PEACE IN THE  
BALKANS.

BUKHAREST, June 19th.

The King, at the opening of the Parliament, said that Roumania was determined to maintain the balance of power in the Balkans and work for the peace of Europe.

GOVERNMENT OF THE BRITISH  
COLONIES.

LONDON, June 19th.

The Secretary of State for the Colonies (Mr. L. Harcourt) presided at a banquet of the Corona Club last night, at which there were 300 members and guests, including many Colonial Governors. The right hon. gentleman eloquently eulogised the work of the Colonial service, dealing separately with individual Colonies. He said there was much speculation concerning the results to the West Indies of the opening of the Panama Canal. He was not one of those who expected great advantages from the Canal, but trusted that the new route for shipping would bring some profit.

## UNITED STATES' TRADE.

INTERESTING EFFECT OF TARIFF LEGISLATION.

NEW YORK, June 19th.

The imports in May totalled \$163,637,000, and exports \$157,467,000. The excess in imports is attributed to the tariff legislation.

BRITISH OPEN GOLF  
CHAMPIONSHIP.

LONDON, June 19th.

The Open Golf Championship contest commenced in bright sunshine yesterday. The leaders on the day were:—Vardon, 150; Taylor, 152; Wilson, 153; Braid, 156; first amateurs, Mr. Hutchinson, 156; Mr. Jenkins, 159.

Quimet, the youthful American champion, was disappointing, his total being 165.

## HOME TURF.

RESULT OF ASCOT GOLD CUP.

LONDON, June 18th.

The race for the Ascot Gold Cup, over a distance of 2½ miles, resulted as follows:—

Aleppo (Foy) ..... 1  
Willbrook (Donoghue) ..... 2  
Junior (W. Huxley) ..... 3

Ten ran. Won by three-quarters of a length, three lengths between second and third. Betting: 3 to 1 against Aleppo; 20 to 1 Willbrook; 3 to 1 Junior.

## TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

CONDITIONS OF PEACE IN  
MEXICO.

AMERICA INSISTS ON A "REBEL" PRESIDENT.

NIAGARA, June 19th.

The American delegates, at the Mediation Conference insist upon the appointment of a "Rebel" President in Mexico as the only means of ending hostilities, and hope that the delegates of President Huerta will not further oppose a plan promising peace.

The statement is significant in view of to-day's concluding meeting of the Mediators.

It is understood that General Villa recognises General Carranza as Civil Chief, but he himself will be the supreme military authority.

BRITISH GOVERNMENT'S  
FINANCIAL POLICY.LIBERAL MALCONTENTS' AMENDMENT TO  
BUDGET.

LONDON, June 19th.

Mr. R. D. Holt, Liberal M.P. for Heckham, Northumberland, and 14 Liberal Members of the House of Commons have given notice of an amendment declining to pass the Finance Bill until Parliament has approved of the object on which the additional taxation is proposed to be spent.

Mr. J. M. Hogg, Liberal M.P. for East Edinburgh, and Mr. A. McCullum Scott, Liberal M.P. for Bridgeton, Glasgow, have also given notice of a supplementary amendment declining to pass the Bill without an assurance that the Revenue Bill becomes law.

BRITISH SQUADRON IN THE  
BAL TIC.

ENTERTAINED AT RUSSIAN PORT.

REVAL, June 19th.

There was a general holiday on the occasion of the visit of the British Squadron, and the streets were crowded. The Commander of the Baltic Squadron entertained the British officers to lunch.

## MISS SYLVIA PANKHURST AGAIN.

FROM PRISON TO HOUSE OF COMMONS.

LONDON, June 19th.

Miss Sylvia Pankhurst was released from Holloway Goal on Wednesday evening. She afterwards motored to the House of Commons, and lay on a couch in the porch. Later Mr. George Lansbury informed her that Mr. Asquith had consented to receive a deputation of East End workwomen to-day. Miss Sylvia then departed.

## NEW B. I. STEAMER.

The new B. I. Appear steamer *Takada*, which is to take the place of the steamer *Thongwa*, on the Calcutta-Japan run, arrived here on Thursday morning on her maiden voyage to China and Japan. The ship was visited by many residents and was found to be an exceedingly comfortable, well equipped vessel, and, to all appearances, peculiarly adapted for the Eastern trade. She is a twin-screw vessel of 6,300 tons gross and 4,225 tons net, being of 4,800 indicated horse power. She is of the shelter deck class with poop, bridge and forecastle. She is 430 feet long and 56 feet broad and is fitted with all the latest improvements and conveniences for carrying first class, second class and native passengers and cargo. The vessel has accommodation for 50 first class and 50 second class passengers. The first class state rooms are very large and airy and are situated on the bridge, while the first class dining saloon, music room and smoking room are on the bridge deck and are large and admirably furnished. The second class accommodation is near the bridge and consists of 11 four and two three berth cabins and an admirable saloon. Electric fans are fitted in all the saloons, smoke room, music room, etc., while reading lamps are supplied in the berths. All the public rooms are fitted with a complete system of electric heating, the heater being what is known as the Tricity Ship Heater. In consequence of the new life-saving regulations, this ship carries fourteen 28 feet and five 20 feet lifeboats, besides a gig and dingy. The lifeboats are placed in pairs side by side and by new system of control as soon as the outside lifeboat is released the inside boat moves over and takes its place ready to be released also. The new boat is commanded by Capt. O. M. Robin. She has extensive deck passenger accommodation and can stow 8,000 tons of cargo.



## TELEGRAMS.

["DER OSTASIATISCHER LLOYD"  
SERVICE.]

## CHINA SERVICE.

## "WHITE WOLF'S" RAVAGES.

CENSORS DENOUNCE OFFICIALS FOR NEGLIGENCE.

PEKING, June 19th.

The Board of Censors has denounced the Tutuhs of Shensi and Kansu and the General Commanding the Seventh Army Division on account of neglect in fighting "White Wolf," who was thereby enabled to sack the city of Taohow and foreign missions.

## A GENERAL'S ERRORS.

PEKING, June 19th.

Lu Chien Chang, leader of the campaign against "White Wolf," has been deprived of his rank as General, but the President leaves him the command until further notice in order to give him an opportunity of making good his errors.

## GREAT CAPTURE OF BOMBS AND ARMS.

PEKING, June 19th.

The Tutuh of Hunan reports the discovery of a secret society, which has made common cause with "White Wolf," and with suppressed societies. Several of the leaders were taken and a great quantity of bombs and arms were discovered.

## A HISTORY OF CHINA UNDER THE MANCHUS.

PEKING, June 19th.

It is announced that the record office for the compilation of the history of China under the Manchu dynasty will be opened on the 1st July, under the Chairmanship of Chao Erh Hsueh. Manchurian and Chinese historiographers will be employed and it is expected that the work will be completed this year. The Government has allotted the sum of \$1,000,000, but it is feared by the Young Chinese Party that an impartial account of the Revolution will not be given, especially not of Yuan Shih-kai's acquisition of full power, which will not be represented as having been conferred by the revolutionary party after their victory, but as having been granted to him by the Emperor.

## LOCAL SELF-GOVERNMENT.

PEKING, June 19th.

A rescript by the President advises the district officials or Tao Ying to send precise reports to the Minister of the Interior of the social situation in their districts, as preparatory to the re-introduction of the self-administration thereof, also to prepare estimates.

## THE PRESIDENT'S BIRTHDAY.

PEKING, June 19th.

Another Presidential rescript arranges for the yearly celebration of the President's birthday, which will take place on the twentieth day of the eighth moon according to the Chinese calendar on September 18th.

## EUROPEAN SERVICE.

## TURKEY AND GREECE.

## INVESTIGATION INTO THE CONCESSIONS.

BERLIN, June 18th.

Turkey's reply has been handed to Greece. The Porte requests the Powers to send delegates to Macedonia and Asia Minor for the investigation of the concessions made. Germany has already signified her willingness.

The Turks have laid mines in the Gulf of Smyrna.

## WAR FEVER ABATING AT ATHENS.

The warlike spirit at Athens is abating in consequence of the warning received from Roumania.

## POWERS DECLINE TO BELL WARSHIPS.

Argentina and the United States have both declined to sell warships to either Turkey or Greece.

TURKISH MEASURES TO PROTECT GREEKS. The Porte has invited the Powers to send Control Commissioners for the investigation of the measures taken by Talaat Bey for the protection of the Greeks.

## RESIGNATION OF AN ADMIRAL.

BERLIN, June 18th.

Admiral v. Herringen has resigned.

## TELEGRAMS.

["DER OSTASIATISCHER LLOYD"  
SERVICE.]

## THE "BUELOW" ASHORE.

BERLIN, June 19th.

The N.D.L. *Buelow*, returning from East Asia, touched ground during a dense fog, at a distance of 33 miles from The Needles, Isle of Wight.

## THE COLLISION AT SPITHEAD.

BERLIN, June 18th.

The passengers of the *Kaiser Wilhelm II.* have been taken on to New York by the *Imperator*.

LONDON, June 18th.

The collision of the Lloyd steamer *Kaiser Wilhelm II.* and the Liverpool steamer *Invermore* happened in a dense fog between Southampton and Cherbourg. Both vessels were severely damaged and put back to Southampton under their own steam. The *Kaiser Wilhelm* had on board 1,640 souls. There was no panic and the crew maintained excellent discipline.

## THE ALLEGED NEW BOXER MOVEMENT IN CHINA.

BERLIN, June 18th.

The Chinese Minister to Berlin publishes a statement in the Press denying the rumours of the revival of the Boxer Society, the denial being based on a report from the Foreign Office at Peking. Kiangsu, Honan and Shantung are perfectly quiet.

## THE "KOMAGATA MARU"

RETURNING WITH HER PASSENGERS TO ASIA.

LONDON, June 18th.

The owners of the str. *Komagata Maru* have arranged for the return of the vessel to Japan. The Indian passengers, who intended to force the permission for their entry into Canada, are exasperated and the Japanese crew are anxious. It is expected that two Japanese cruisers will arrive at Vancouver and they are likely to convoy the *Komagata Maru* on her return voyage.

## BRITISH GOVERNMENT'S OIL POLICY CONDEMNED.

LONDON, June 18th.

The Conservative Press, especially the *Times*, condemn the Government's purchase of the Persian oil wells, because it tends to imperil the relations with Russia and the British position in the Persian Gulf.

## THE SIEGE OF DURAZZO.

BERLIN, June 18th.

The advancing Miridites were enticed by the rebels into a swamp and wiped out. The town of Durazzo was thereupon again attacked and Admiral Moret defends the centre of the town.

The renewed attack of Durazzo has been repelled and no rebel managed to enter the town.

The Austrian Press is ill-humoured on account of Italian intrigues against Admiral Moret, but the Italian official Press declares itself in favour of Moret. H.M. the Emperor Franz Josef has condescended with Queen Wilhelmina on the loss of the brave Colonel Thomsen at Durazzo. The steamer *Noordbrabant* has left to convey his remains to Holland.

## LONG-DISTANCE WIRELESS COMMUNICATIONS.

BERLIN, June 18th.

The Telefunken wireless stations of Nauern, near Berlin, Togo, and South West Africa have established communication.

The Russian Radiotelegraphic Station on the island of Waigatch in the Arctic Sea has been opened.

"Frivolity." Frear has secured the patronage of H.E. the Governor, General Kelly, and the Commodore, for his performance at the Theatre Royal on the 27th inst. Frear has guaranteed to make Hongkong audiences laugh as heartily as the Sultan laughed at him. Of course to laugh these days means discomfort, but one of Frear's happy frivolities will be to provide fans to each member of the audience. This is Frear's third visit to Hongkong, and a good house should greet him on this occasion. Booking it at Mounties.

## APPALLING FLOODS IN THE WEST RIVER.

## UNPRECEDENTED DEVASTATION.

GREAT LOSS OF LIFE AND PROPERTY.

The whole of the extensive region of the West River has been submerged this week by unprecedented floods due to heavy rains in the interior. Not for a hundred years, at least, has the river risen so high at Wuchow as it is at the present time. Between Sunday and Thursday the water at that point rose over seventy feet, and it is to be feared that it has risen still higher since. All telegraph communication is interrupted and the latest news from that region is such as came down by steamer yesterday.

The whole town of Wuchow is submerged, and north and south, east and west of that point, there is the same story to tell of other towns. Scarcely anything but a few roofs are to be seen.

The loss of life throughout the Delta must be very large, and the damage done to property cannot be estimated at less than ten million dollars.

The rice crop which a week ago was reported to be an average crop, has been completely ruined. Wuchow, which is at the junction of five rivers, experienced the rush of waters from the Fu River first, then from the Liu River, and now the swollen waters of the West River, north of that city, are coming down. At Nanning on the 18th inst. the river had risen ten feet. All along the littoral of these rivers, extending for miles into the interior of the province, the devastation must be enormous for the water runs in these swollen rivers like a mill race.

## HONGKONG FOOTBALL LEAGUE.

ANNUAL MEETING.

The annual meeting of the Hongkong Association Football League was held at the Victoria Recreation Club last evening, Mr. F. W. Eager presiding (in the absence of Mr. H. R. B. Hancock, President) over a disappointing attendance.

The report and statement of accounts, presented by the Hon. Secretary and Treasurer (Mr. A. S. Ellis) stated that balance at working account showed a credit of \$5,78, after allowing for cost of medals, advertising, printing, etc. This figure was arrived at through advance made by the Hon. Secretary of \$4,21 in order to pay the referees' fees and other expenses, due to the non-payment of fees by certain teams amounting to \$80. On account of this the Hon. Secretary and Treasurer had been unable to close the accounts and call the annual meeting, which evoked certain comments in the local papers, and in order to bring the matter to an end he had advanced the money out of his own pocket. After a good season the D.C.L.I. won the 1st Division, and the 89 Coy. R.G.A. won the 2nd Division.

The Chairman remarked that the amount due by the League to the Hon. Secretary was \$94.21, and that was not satisfactory, either from the point of view of football generally or from the Hon. Secretary's point of view, and when they found it was due from the teams in the League it was worse than ever. The present condition was solely due to various Clubs not paying referees' and entrance fees.

The report and balance-sheet were passed.

The President (Mr. H. R. B. Hancock) was re-elected, on the motion of the Chairman.

Mr. Ellis intimated that he wished to be relieved of his duties as Hon. Secretary and Treasurer. The question of a successor and of a Secretary for the Second Division of the League was left to another meeting, to be held in a month's time.

Mr. Ellis was appointed Vice-President of the League.

Only three Clubs being represented at the meeting, it was decided that the two remaining Clubs in the First Division not represented should be asked to nominate a member. Sergt. Wilson (R.G.A.), Mr. Moran (H.M.S. *Tamar*), and Mr. Eager were appointed to the other vacancies.

On the motion of the Chairman, it was decided to record on the minutes the League's appreciation of the services rendered by Mr. A. S. Ellis during his tenure of office as Hon. Secretary and Treasurer.

The meeting was then adjourned.

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## HONGKONG SHARE MARKET.

Messrs. Vernon &amp; Smyth in their weekly share report dated 19th June state:—

Since our last report the local market has again ruled very dull, but prices generally have remained steady, and in a few instances advances have taken place. Langkats have again been a fluctuating market, and during the week declined to Tls. 44, at which price buyers came forward, and have now strengthened to Tls. 49 for cash, with a good demand. The London market for "Oils" has remained steady and no change of any appreciable extent has to be reported in the "Rubber" or "Tin" market. Fine Hard Para is now quoted at 2/9½ per lb., and Plantation Sheet at 2/4½ per lb. The open market rate of discount is again easier at 4½ per cent., but the Bank of England rate remains unchanged at 3 per cent. Bar Silver is quoted at 23½d. for ready, and 25 15/16 for forward. Sterling T.T. at 1/10½, Shanghai T.T. at 7/4, and Singapore T.T. at 81. Consols according to our latest advices stand at 73½.

BANKS.—Hongkong and Shanghai close with buyers at \$315, and are advised from London as having sellers at 284 5/8.

MARINE INSURANCES.—Unions are in demand at \$775, with no shares on offer, and Cantons are wanted at \$310, without leading to business. North Chinas have a nominal quotation of Tls. 140, and Yangtszes of \$194 at exchange 73.

FIRE INSURANCES.—China Fires are now wanted at the improved rate of \$151, but no shares are on offer, and Hongkong Fires have a buying quotation of \$387½, but no business has to be reported.

SHIPPING.—China and Manilas have been placed at \$3, and Douglases are wanted at \$30, but no sellers are in evidence. Steamboats have buyers at \$20½, but no shares are obtainable at the rate. Indos are on offer at \$64, and Star Ferries at \$46, with no transactions to be reported. Shell Transports have local buyers at 103/9, and are advised from London as having a middle quotation of 104/6.

REFINERIES.—China Sugars remain a quiet market, and close with a nominal quotation of \$70. Luzons are still on offer at \$28, with no business to report.

MINING.—Kailans are wanted at 37/8, and have a London middle quotation of 33/1½. Tronohs close with a nominal quotation of 29/9, and Raubs are on offer at \$3, without leading to business.

OILS.—Ural Caspians have buyers at 46/6. Mexican Eagles are quoted at 39/6. British Burmahs at 4/6, Maikops at 10/7½, all middle prices.

DOCKS, WHARVES AND GODOWNS.—Hongkong and Whampoa Docks have been the medium of business at \$63, and now close with buyers at \$62, with no shares on offer. Kowloon Wharves are inquired for at \$62½, but no shares are on offer at the rate. Shanghai Docks close with a nominal quotation of Tls. 59, and Hongkong Wharves are wanted at Tls. 60½.

LANDS, HOUSES AND BUILDINGS.—Hongkong, Kowloon and International and Soy Chee lands remain in request at \$125 with no shares on offer, and Hongkong Lands have buyers at \$113, with no business to report. Humphreys Estates have been placed at \$7½, and now close with buyers at \$7½. Kowloon Lands are quiet at \$44, and West Points are in demand at \$73.

COTTON MILLS.—Ewos close with a buying rate of Tls. 127, and Shanghai Cottons are wanted at Tls. 104. Loon Kung Mows have been placed at Tls. 83 and are now wanted at Tls. 80 with no shares on offer. Kang Yiks have buyers at Tls. 113 and Internationals and Soy Chee close with a nominal quotation of Tls. 77 and Tls. 40 respectively. Hongkong Cottons are inquired for at \$7.

MISCELLANEOUS.—China Lights are wanted at \$41. Hongkong Electricities at \$39, Hongkong Ropes at \$34, Peak Trams (old) at \$91 and Watsons at \$710. China Providents are on offer at \$84, Dairy Farms at \$38, Green Islands at \$6, Peak Trams (new) at 80 cents, Steam Laundry at \$5 and Union Waterworks at \$12.

The following close with a nominal quotation, viz.: China Borneos \$113, Hongkong Ice \$200, Hongkong Trams 2/3 and Powells \$91.

## LONDON SHARE QUOTATIONS.

Messrs. Vernon & Smyth's wire quotations from London yesterday were as follows:—  
British Petroleum 4/6  
Ural Caspian Oil 48/-  
Hongkong and Shanghai Banks 284 5/8 sellers  
United Serdang 8/-  
Mexican Eagle 39/6  
Rubber Plant. Inv. Trust 10/-  
Maikop Premier Oil 8 10/7½  
Shell ("Beaver") 104/6  
Indo-China (Combined) 135/-  
Chinese Engineering 93/11  
Hongkong Electric Trams 9/6 ex div.  
Venture Trust, Ltd. 1/-  
Fine Hard Para 2/9½  
Plantation 2/4½  
Tone of the Rubber Share Market Firmer.  
Tone of the Tin Share Market Firmer.

## PERTUSSIN.

Is a harmless and efficient remedy against all diseases of the respiratory organs, especially WHOOPING COUGH, CATARRH OF LARYNX, ACUTE AND CHRONIC BRONCHIAL CATARRH, ASTHMA, &c. which has been recognized unequalled by the highest authorities. Also the AFFECTIONS OF THE LUNGS will be greatly relieved by the use of it.

TO BE HAD AT—

THE MEDICAL HALL.

HONGKONG.



105

## MOTOR LIGHTERS FOR SOUTH SEA ISLANDS.

Messrs. W. S. Bailey & Co., Ltd., have completed, to the order of Messrs. F. Blackhead & Co., a motor-driven lighter for service in the South Sea Islands. The vessel is 60 feet over all by 12 feet beam, with deck cabin, bunks and drawers, etc., and with cargo hold forward. Mast, derrick and winch to lift one ton are fitted for ready handling of cargo.

The motive power consists of a 48 h.p. "Drott" crude oil motor engine having a bronze propeller with reversible blades.

On trial the vessel proved entirely satisfactory, no trouble being experienced with the motor, which ran perfectly and gave a speed upon the measured mile of 8 knots at 400 revolutions per minute.

Messrs. Bailey & Co. are completing two other tank motor boats of 42 feet and 50 feet and two steel motor boats of 56 feet and 70 feet, besides a steel cargo steamer for the Manila passenger and lumber trade.

This vessel is one of the largest built by Messrs. Bailey & Co. and will carry 1,000 tons of lumber. First-class accommodation is provided for passengers in saloon on after deck, leaving the forward part of the vessel clear for working cargo. Four powerful steam winches of noiseless type are provided with masts and derricks. The hold is designed clear of pillars or other obstructions.

The engines are triple expansion of 750 horse-power working at 180 lbs. pressure and the vessel is to Lloyd's A1 class.

## PROGRESS OF EDUCATION IN HONGKONG.

In the course of his report, which was laid on the table at the meeting of the Legislative Council on Thursday, the Director of Education stated that after deducting the school fees received, the total net expenditure on education was \$195,916 (\$170,165 in 1912). This is the largest amount by nearly \$25,000 spent in any year on education in the Colony. The increase is mainly in connection with the Education Ordinance. School and Technical Institute fees amounting to \$73,248 were collected (\$69,193 in 1912). As in addition \$3,739 in school fees were remitted to free scholars, this amount is also a "record." The percentage of revenue to the total expenditure of the Colony is still very low, 2.40. The increase in cost at Queen's College and the decrease at the British Schools were noteworthy. The net cost to the Government of the British Schools at Kowloon and Victoria was \$10,990.38, and that of Queen's College \$52,593.31.

Referring to the passing of the Education Ordinance to provide for the registration and supervision of certain schools, the report stated:—"The principle of State registration of schools has been much discussed at home lately, but I am not aware that it has received the sanction of the legislature in any part of the Empire other than Hongkong. It is justifiable on the following grounds:—The public are entitled to protection so far as a Government can give it. 'If mines and factories cannot be left without supervision, neither can schools' (Bishop Welldon). And as the State endeavours to prevent the public from being defrauded in respect of other commodities, so also it should do where education is sold, it being a ware the value of which it is difficult to assess at a glance. There is the further argument that State expenditure on education cannot be used to the best advantage unless the extent of that private educational effort is known, which it professes to supplement. Without compulsory registration this knowledge is unobtainable." The average attendance at the Kowloon School was 62 (57 in 1912), the increase being due mainly to the abolition of the age limit for boys. The Director, in reference to this school, also remarked:—"The senior boys are taken by the headmaster in a matched which struck me as rather chilly—it was a bleak day." Also "generally I was struck with the business-like of the whole school, and pleased with the examples of neat written work I picked up casually."

The work at the Victoria British School was on the whole satisfactory, and a school was opened at the Peak at the beginning of January. Referring to Queen's College the report says:—"Queen's College has of late years felt the competition of three new schools for Chinese, the effect of which has been to reduce the numbers. This result, though not particularly lamentable in itself, has led to the retention and promotion of boys who are unfit for their position in the school; and this in turn has led to a great loss of efficiency. A process which may lead at first to some further reduction in numbers, but which will add enormously to the true value of the College and ultimately should increase the attendance. In my report for 1912 I wrote that the primitive organization of the College still required much development. This work of re-organization has proceeded steadily through the year. In the first place inquiry showed that the Lower and Remove Classes which work at the same standard as the same at the same standard. The fault was this mainly to a too lenient system of promotion. The Vernacular entrance examination and the system of *non pass* promotions in the English and Vernacular Classes having become considerably relaxed, the rigour of the rules has now been restored."

## INTIMATIONS

## Why Endure Pimples and Blackheads?

If you wish a skin clear of pimples, blackheads and other annoying eruptions, begin today the regular use of Cuticura Soap assisted by Cuticura Ointment. No other method is so agreeable, or so often effective.

TREATMENT:—Gently smear the affected parts with Cuticura Ointment, on the end of the finger, but do not rub. Wash off the Cuticura Ointment in five minutes with Cuticura Soap and hot water and continue bathing for some minutes. This treatment is best on rising and retiring. At other times use Cuticura Soap freely for the toilet and bath, assisted by occasional applications of Cuticura Ointment to prevent inflammation, irritation and clogging of the pores, the common cause of these distressing facial eruptions.

Cuticura Soap and Ointment sold everywhere. Sample of each with 25-p. Book free from nearest depot: Newbery, 27, Charterhouse St., London; R. T. Taylor & Co., Boston, U.S.A.; London, Ltd., Cape Town; Muller, Melbourne & Co., Sydney; and Bombay; Dr. J. C. & Co., Calcutta; and elsewhere. Cuticura Ointment is sold in 1/4 lb. tins and 1/2 lb. tins. Cuticura Soap is sold in 1/4 lb. boxes and 1/2 lb. boxes. Cuticura Ointment is sold in 1/4 lb. tins and 1/2 lb. tins. Cuticura Soap is sold in 1/4 lb. boxes and 1/2 lb. boxes. Cuticura Ointment is sold in 1/4 lb. tins and 1/2 lb. tins. Cuticura Soap is sold in 1/4 lb. boxes and 1/2 lb. boxes.

## CHS. J. GAUPP &amp; CO.,

## WATCHMAKERS

AND

## JEWELLERS.

## SURVEYING AND NAUTICAL INSTRUMENTS.

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## SILVER AND PRINCE'S PLATE.

Representatives—

## MAPPIN &amp; WEBB, LTD.

LONDON.

## ALEXANDRA BUILDINGS.

CHATER ROAD.

## CALDBECK,

## MACGREGOR &amp; CO.

(ESTABLISHED 1854).

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## FALCON!!

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A. G. GRIFFIN

## PILSENER BEER

SOLD AT

\$3.48 per dozen of 12 a.s.

\$2.24 " " " " " " " "

DUTY FREE.

134



## NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed DAILY PRESS only, special business matter THE MANAGER.

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P.O. Box, 55. Telephone No. 12.  
Telegraphic Address: "Press."  
(Codes: A.B.C. 5th Ed., Lieber's.)

## NEW ADVERTISEMENTS

## LINGERIE.

ORDERS Solicited for Lingerie of all sorts. Blouses, Dresses, Baby Outfits, etc. Competent Workwomen Employed. Hand-Made Laces. Prices Moderate. Estimates Furnished on application. Satisfaction guaranteed.

Address—P.O. Box 636, Hongkong.  
Hongkong, 20th June, 1914. [85]

CANTON AND HONGKONG ICE AND COLD STORAGE CO., LTD.  
(In Liquidation).

## NOTICE.

SHAREHOLDERS of the above Company are hereby informed that copies of the Report and Accounts of the Liquidator dated 8th June, 1914, can be had on application at the Office of Messrs. LOVE, BINGHAM & MATTHEWS, New Government Building, Hongkong.

A. R. LOWE,  
Liquidator.  
Hongkong, 19th June, 1914. [852]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

## "KUMSANG."

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impounding the discharge or remaining on board after 4 p.m. the 20th inst. will be landed at Consignees' risk and expense. No Fire Insurance will be effected. Bills of Lading will be countersigned by—JARDINE, MATHESON & Co., Ltd., General Managers.

Hongkong, 19th June, 1914. [11]

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

## NOTICE TO CONSIGNEES.

R.M.S. "EMPEROR OF JAPAN"

THE above-mentioned Steamer having arrived from VANCOUVER, VICTORIA and JAPAN PORTS, Consignees of Cargo are hereby notified that their Goods, with the exception of Parcel, Treasure and Valuable, are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Co.'s Kowloon Godowns, where delivery can be obtained.

Goods on hand after the 26th June will be subject to rent.

No Fire Insurance will be effected. All damaged packages are to be left in the Godowns and this Office notified, when arrangements will be made for examination. No Claims will be admitted after the goods have left the Godowns.

D. W. CRADDOCK,  
General Traffic Agent.  
Hongkong, 19th June, 1914. [855]

THE HONGKONG WEEKLY PRESS & CHINA OVERLAND TRADE REPORT is now ready and contains:

Far Eastern News.

China's Waterways.

The Outlook in China.

"Squeezing" Macao.

Mining Enterprise in China.

Random Reflections.

The Hongkong Bank Case.

Helena May Institute Fund.

Chinese Medicine Shop Burned.

Murder and Armed Robbery at Taikoukui.

Another Armed Robbery.

Sanitary Board.

White Gloves.

Loss of a Japanese Survey-ship.

Hongkong Legislative Council.

The Shanghai Volunteer Corps.

A Shanghai Bankruptcy.

Tuberculosis in the Orient.

Supreme Court.

Death of Mr. J. P. Madar.

A Schoolboy's Death.

Estate Duties in Hongkong.

Government Thanks the Tung Wah Hospital.

A Bid for Freedom.

An Indian and his Dog.

Telegrams.

Gambling for Notes.

The Kwangtung Note Redemption Scheme.

The Canton Note Redemption.

The Headwaters Gold Mine.

Dr. Morrison's Leave.

Japanese Life Insurance Cos.

Peking Notes.

Cook's to Open Russian Offices.

Gold Mining in the Philippines.

The Nippon Yusen Kaisha.

Eastern Pioneer Company, Limited.

Commercial Shipping.

Extra Copies 30 cents each, Cash.

Copies can be posted from this Office to addresses sent, including postage 34 cents each.

\$1 Cash for three copies.

Subscription: \$12 per annum, payable in advance; postage \$2.

Hongkong, 20th June, 1914.

## NEW ADVERTISEMENTS

G. R. PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the selling by Public Auction Sale, to be held on MONDAY, the 22nd day of June, 1914, at 3 p.m., at the Office of the PUBLIC WORKS DEPARTMENT, by Order of His EXCELLENCY THE GOVERNOR, of One Lot of CROWN LAND at Mount Davis, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a CROWN LEASE to be fixed by the Surveyor of His Majesty THE KING, for one further term of 75 years.

## PARTICULARS OF THE LOT.

No. of Sale	Lot	Locality	Boundary Measurements (Approximate)	Containing in Square Feet	Annual Rent	Estimated Price
1	1	Lot 1, Mount Davis	100 feet by 100 feet	10,000	44	50

Hongkong, 20th June, 1914. [853]

## NOTICE TO CONSIGNEES.

## FROM EUROPE.

THE H.A.L. Steamship

## "SILESIA."

Captain H. Christensen, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the Godowns and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained against Bills of Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given To-day.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th inst. will be subject to rent.

All broken, chafed, and damaged goods must be left in the Godowns, where they will be examined on the 25th inst. at 9.30 a.m.

No Fire Insurance will be effected by us in any case whatever.

This Steamer brings on Cargo:

Ex.s.s. "Corinth Beckfrus" from Abus.

Ex.s.s. "Göteborg" from Göteborg.

Ex.s.s. "Helsingborg" from Halmstad.

Ex.s.s. "Larson Russ" from Abo.

Ex.s.s. "Lisby" from Stockholm.

HAMBURG-AMERICA LINE, Hongkong Office.

Hongkong, 19th June, 1914. [834]

## HONGKONG CLUB.

## WANTED.

A DINING ROOM STEWARD, EUROPEAN, to supervise generally the Service in the Dining Rooms. A Knowledge of Cooking and Serving essential. For further particulars apply to the Undersigned.

JAMES CRAIK, Secretary.

Hongkong, 8th June, 1914. [808]

## WANTED.

ONE CHINESE SHORTHAND-TYPIST and THREE CHINESE CLERKS with Knowledge of Accounting. Apply to—Care of "Daily Press" Office.

Hongkong, 18th June, 1914. [813]

## LIFE INSURANCE.

THE advice of Mr. E. P. HENDERSON, I.C.S., Ltd., is available as to Insurance of every kind save Marine, on the conditions stated in his pamphlet, copy of which can be had on application, by all persons (not connected with Insurance business) who apply to him for it. He is now in a position to secure world-wide Policies from one of the leading Life Insurance Companies for residents of Hongkong at low rates. In the past 14 years Mr. HENDERSON has been consulted over 17,000 times, and has placed Life Policies insuring approximately 7 million pounds sterling. 42, Leinster Gardens, London, W.

## NOTICE.

## REDUCTION IN PRICE OF GAS.

THE HONGKONG AND CHINA GAS COMPANY, LTD., begs to inform the Public that on and from the 1st July next, the Price of Gas for all purposes—Lighting, Heating, Cooking or Power—WILL BE REDUCED to \$2.00 per 1,000 cubic feet. All discounts will be withdrawn from same date.

By Order of the Directors,  
GEORGE CUREY,  
Local Secretary.  
Hongkong, 21st May, 1914. [787]

## WELHATWEI SCHOOL.

AN ENGLISH SCHOOL in British Territory favoured with a "magnificent climate." Preparation for experienced and qualified teachers for entrance to schools in England, or for commercial life in the East. School-house by the sea. Recreations—Sea bathing, boating, cricket, football, etc. For terms, apply to the Headmaster, HERBERT L. BEEB, L.C.P. (1913).

## FOR SALE AS A GOING CONCERN.

THE Undersigned is prepared to receive tenders for the purchase of the ROYAL AERATED WATER MANUFACTURING COMPANY, LIMITED, up to and including the 30th June, 1914, and no tenders will be considered which reach the Undersigned after that date.

Intending Purchasers are required to deposit the sum of \$1,000 on making a tender. If no suitable offer is received before 12 o'clock noon on TUESDAY, the 30th June, 1914, THE WHOLE OF THE ASSETS will be put up to Public Auction by Mr. G. P. LAMBERT, Auctioneer, at his Sales Rooms in Duddell Street, at 3 p.m.

T. HENNESSEY, SETH, Receiver for the Debenture Holders.

Hongkong, 18th June, 1914. [788]

## INTIMATIONS

## LANE, CRAWFORD &amp; Co.



Go To Bed  
Happy. Get Up Happy.

Wear a  
Loose-Fitting  
B. V. D.

(Trade Mark)

Short Sleeve, Knee  
Length Sleeping Suit.

Made from this cool fabric that let  
the air through. Get on full-size  
lines that prevent tightness at waist  
and groin. The comfort sleeping suit  
to be had. Not a penny more costly  
than night apparel of any other sort  
that you might purchase.

ALL SIZES IN  
B. V. D.  
SLEEPING  
SUITS

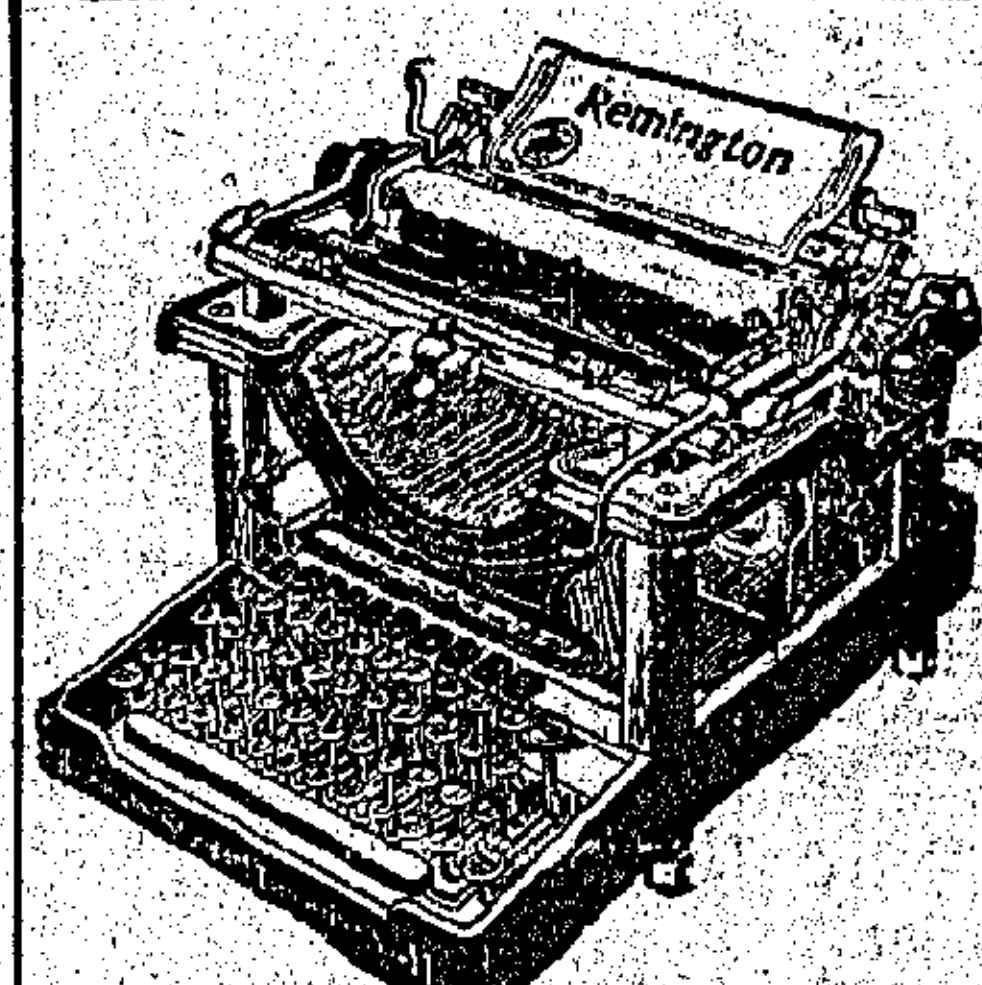
\$2.75 AND \$4.75 PER SUIT.

B. V. D.  
VESTS  
AND  
DRAWERS  
\$1.25 AND \$2.50 EACH.

MORLEY'S SILK AND WOOL  
UNDERVESTS—TROPICAL WEIGHT.

THE COOLEST UNDERWEAR MADE FOR  
GENTLEMEN WHO CANNOT WEAR COTTON.

## LANE, CRAWFORD &amp; Co.



THE NAME  
STANDS FOR

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The Longest History.  
The Widest Experience.  
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The Most Complete and Comprehensive Product.

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From every angle and from every point of view the REMINGTON qualifies as the "Recognized Leader Among Typewriters."

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TYPEWRITER COMPANY

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## HAVE YOU USED

## KAMINIA OIL?

(Registered).

THE WORLD'S FAVOURITE  
HAIR OIL.

For Beautifying and Increasing the Growth of the Hair, for preventing its falling off, for restoring it to its natural colour, for making it silky, pliant and lustrous, and for keeping the brain cool and refreshed. No other Hair Oil can approach it in perfection. It has, besides, the most delicate and charming perfume.

## TEST IT FREE.

A sample phial will be sent free of charge to all who write for it.

PRICE ... 80 Cents a bottle, net.

Can be had from all Universal Providers and other principal dealers in the Colony or from the Sole Agent, CHAO CHUNG WAN, No. 8, Yee Wo Street, Hongkong.

Sole Proprietors—

## KAMINIA PERFUMERY COMPANY,

Bombay, India.

## TELEGRAPHING

If you want to save

## TIME AND MONEY

GO TO

KELLY & WALSH, LTD.

New Stock of 12 and 13 FIGURE CODES

Just Received.

Hongkong, 17th June, 1914. [836]

## HONGKONG SHORTHAND

## AND TYPEWRITING

## BUREAU.

WE are prepared to conclude Contracts for Perpetual Work.

We Guarantee our Qualifications, but ask our Price, which is standard and reasonable.

Bring us up and come to an arrangement before the chance is lost.

H. E. VICTOR,  
Manager,  
6, Des Voeux Road Central  
(First Floor).

Telephone No. 650.

Hongkong, 16th May, 1914. [710]

## IN THE MATTER OF THE COMPANIES,

ORDINANCES 1911 AND 1913,

and

## IN THE MATTER OF THE HEUNG

NAM HOTEL COMPANY, LIMITED

(In Liquidation).

NOTICE IS HEREBY GIVEN pursuant to Section 181 of the Companies Ordinance 1911 and 1913 that a MEETING of the CREDITORS of the HEUNG NAM HOTEL COMPANY, LIMITED (in Liquidation), will be held at the Office of Messrs. FERRY SMITH, SMITH & FLEMING, No. 5, Queen's Road Central, First Floor, on SATURDAY, the 27th June, 1914, at 12 o'clock noon, for the purpose provided for in the said Section.

Dated at Hongkong, this 4th day of June, 1914.

J. HENNESSY SETH,  
Liquidator. [829]

## GRACA &amp; Co.

PRINCE ST. (Hongkong Hotel Building).

Dealers in

POSTAGE STAMPS, PICTORIAL

POST CARDS, SEEDS, BOOKS,

TOYS, &c.

Just Received.

POSTAGE STAMP CATALOGUES FOR 1914.

Hongkong, 20th March, 1914. [603]

## INTIMATIONS

## HONGKONG ICE COMPANY, LTD.

## NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the HONGKONG ICE COMPANY, LIMITED, will be held at the Office of Messrs. JARDINE, MATHESON & Co., Limited, No. 16, Pedder Street, Victoria, in the Colony of Hongkong, on TUESDAY, the 23rd day of June, 1914, at 11 o'clock a.m., when the Subjunct Resolutions, which were passed at the Extraordinary General Meeting of the Company held on the 4th day of June, 1914, will be submitted for confirmation as Special Resolutions:—

1. That it is expedient to acquire and purchase the business property and goodwill of the Oriental Ice Syndicate and that the Provisional Agreement for the purpose submitted to this Meeting dated the 25th March, 1914, and made between The Procurator General in Hongkong of the Society of the Missions Etrangères of the one part and this Company of the other part and dated the 25th day of March, 1914, and made between the Honourable Sir CAROLINE PAUL GRAVER, Knight, C.M.G., JOSEPH WHITTELEY NOBLE, ANTONIO BARBETTO and A. RAPOUN VERTANNES AGAR of the one part and the Company of the other part be and the same are hereby approved and ratified and that the General Managers of the Company be and they hereby are authorized and requested to carry the same into effect with full power to assent to any modification in the said Agreement which they think expedient in the interests of the Company.

2. That the Capital of the Company be increased from \$125,000 (divided into 5,000 shares of \$25 each) to \$162,500 (divided into 6,500 shares of \$25 each) by the creation of 1,500 new shares of \$25 each.

3. That the said 1,500 new shares be put to the first mentioned Agreement in Resolution 1 allotted as shares fully paid up to the said Procurator General in Hongkong of the Society of the Missions Etrangères in consideration of the transfer to the Company of the property business and goodwill referred to in the said Agreement and upon the footing as to dividend provided for in the said Agreement.

4. That the new Articles already approved by this Meeting and for the purpose of identification subscribed by the Chairman thereof, be and the same are hereby approved and that such regulations be and they are hereby adopted as the Articles of the Company to the exclusion of and in substitution for all the existing Articles thereof.

Dated the 5th day of June, 1914.

JARDINE, MATHESON & Co., Ltd.,  
General Managers. [799]

## SOCIÉTÉ DES PULPES ET PAPIERS DU TONKIN.

A LIMITED COMPANY WITH A CAPITAL OF \$600,000 WITH ITS HEAD OFFICE IN HAIPHONG (TONKIN), 21, JULES FERRY STREET.

## NOTICE.

BY virtue of a Resolution of the Extraordinary General Meeting of Shareholders of the above Company held on the 25th May, 1914, it has been decided to issue Two Thousand Shares of \$50 each, half of the amount payable on application and the other half on the 1st day of August, 1914.

All applications can be sent in to the Head Office in Haiphong to the Company's Bankers, "LA BANQUE DE L'INDO-CHINE," in Haiphong, Hanoi and Hongkong, and also to Messrs. LOVE, BINGHAM & MATTHEWS, New Government Building, Des Voeux Road, Hongkong.

The holders of the old shares shall have the preferential right to apply for the shares now issued.

This privilege subject to forfeiture should be exercised from the 15th day of June, 1914.

The applications made for the issue of 3,000 Preference Shares sanctioned at the General Meeting held on the 7th February, 1914, which are not withdrawn by the applicants before the 20th June, stand good for this present issue. This present issue shall be irrevocably closed on the 30th June, 1914.

The 2,000 Preference Shares now issued shall have all rights in preference to the old shares, being withheld to a first cumulative dividend of 5% Furthermore, after setting aside for the old shares and Founders' Shares the 8% and 8% of the profits at present reserved to them by Article 44 of the Statutes, the new share will also participate concurrently with the old shares in the division of 60% of the balance of profits which may accrue.

In the event of the dissolution of the Company there will be charged on the net assets realized:—

(1) The sum which by reason of the insufficiency of profits distributed during the Company's existence would be necessary to complete if met by the first dividend of 8% to the Preference Shares during the existence of the Company.

(2) The necessary sum to completely redeem the Capital of the Preference Shares, if this redemption has not already been effected.

In so far as there is no need and as regards the surplus reference is made to the Notice published in compliance with the law of 30th January, 1907, in the Official Gazette of Indo-China.

By Order of the Board,  
L. FORCHET,  
One of the Administrators. [839]

## IN THE MATTER OF THE COMPANIES

ORDINANCES 1911 AND 1913,

and

## IN THE MATTER OF THE SAM WANG

LAND INVESTMENT, LOAN & AGENCY CO., LTD.

(In Liquidation).

NOTICE IS HEREBY GIVEN that a GENERAL MEETING







\_\_\_\_\_

Figure 1. The effect of the number of iterations on the accuracy of the proposed algorithm. The accuracy of the proposed algorithm increases with the number of iterations. The accuracy of the proposed algorithm is 100% when the number of iterations is 1000.

100

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## Neuralgia, Nervous Breakdown—

NURSE HALL, c/o Mrs. Bassett, Commercial Place, Landport, Portsmouth, Eng., writes:—"I was suffering from nervous breakdown with Internal Neuralgia, when I began a course of Phosferine. After having taken it for three or four months, I felt better than I had done for two years previously, and consider it the best tonic I have ever tried. As a remedy for all nervous disorders I think there is nothing to equal Phosferine, especially as I was given up by more than one doctor previous to taking Phosferine, and can now say I am perfectly well and strong, and have taken nothing else."

No other medicine has received such absolute proof of its extraordinary properties in restoring shattered constitutions, and in giving back to the prematurely aged New Life and Energy.

### CAUTION

There is only one Phosferine—beware of illegal imitations—do not be misled by **Phosph This** or **Phosph That**, but get

## PHOSFERINE

THE GREATEST TONIC AND DIGESTIVE

HAS BEEN SUPPLIED BY ROYAL COMMANDS TO—  
The Royal Family H.M. the Queen of Spain H.M. the late King of Greece H.M. the King of Romania, etc.  
Prices in Great Britain: 2/9 and 4/6. Sold by all Chemists, Stores, &c.  
PROPRIETORS: ASHTON & PARSONS, LTD., LUDGATE HILL, LONDON, ENG.



"Oh! I say!  
It's Good!"  
Cooling, refreshing and 'snappy'  
**Montserrat**  
LIME JUICE  
is the ideal Summer beverage.  
Large supplies have lately  
been shipped from London.

## Famished Hair Cells

Hair-fall is due to starved roots and cells. All the legion of hair troubles vanish if you strike at the root. It is the same in every ill—you must go right to the heart of the trouble. What the grey, languishing, dropping hairs

call for

is an "adequate food—a real nutriment. ROWLAND'S MACASSAR OIL gives an immediate new vitality to the follicle roots and the "feeding" cells beneath them. It produces a soft, silky sheen and texture; a full, luxuriant growth, retaining a true natural hair health. Satisfyingly performed with Oils of Rose. Supplied in Gold Tin for fair hair.

## ROWLAND'S Macassar Oil!

is sold by Store, Chemists, and ROWLANDS, 67, Hatton Garden, London.

Avoid cheap imitations with the same or similar name.

## TWENTY YEARS OF CRICKET.

### STRIKING CONTRASTS OF STYLE

[BY P. F. WARNER IN "THE GLOBE"]

When I first began to play county cricket in 1894 C. E. Fry was captain of the Oxford XI. W. G. Grace, though forty-six years of age, was playing the last matches and continued to do so until 1899, and K. S. Ranjitsinhji, had just left Cambridge and was not yet qualified for Sussex. A. E. Stoddart, W. W. Read, Shrewsbury, and W. Gunn were in their prime, F. S. Jackson had been brilliantly successful for England in Australia in the previous season, and Richardson and Lockwood of Surrey were a wonderful pair of fast bowlers. Another bowler of the fast school was Mold, of Lancashire, and the slow left-handed type had worthy representatives in Peel of Yorkshire, and Briggs of Lancashire.

### IN THE EARLY 'NINETIES.

In that season S. M. J. Woods and F. S. Jackson bowled unchanged in Gentlemen v. Players at Lords, and among the promising bats were C. Macartney, Tom Hayward, T. Brown, and J. R. Mason, while G. L. Jessop, whose first season it was for Gloucestershire, was described by "Wisden" as "displaying considerable natural aptitude for the game." Of the men who were playing in 1894 and who figured in their county elevens in 1913 only H. K. Foster, W. G. Grace, Santall, Hayward, J. Douglas, J. T. Hearne, J. R. Mason, Hirst, A. O. Jones, G. L. Jessop, and W. Mead remain, besides myself. The "googlie" was unheard of then, and, swerving was practically unknown. Rawlin and Walter Wright being its only exponents so far as I can recollect.

My first appearance in a first-class match was for M.C.C. v. Oxford, at Oxford, when I made 0, clean bowled, and 18 lb.w., and caught C. B. Fry at short leg off Mead. I can recollect the ball which bowled me even now. It turned from the off on a slow wicket and I played forward only to hear the fatal crash. To-day I would never dream of playing forward to a similar ball, and believe I could play it back easily, but I may be "throwing bouquets at myself," as the Americans say!

### W. G.'S RECORD.

My first Middlesex match was v. Somerset at Taunton, and my scores modest enough, only 3 and 4, but Middlesex won by 19 runs after a thrilling fight. A. J. Webbe, captain, A. E. Stoddart, Sir H. O'Brien, and G. MacGregor were the great names in the Middlesex eleven, and I was delighted when any of them spoke to me. I thought of them all heroes! Of that side only J. T. Hearne and myself are still to be found doing duty, the one with twenty-four and the other with twenty years' service to his credit.

In the following season, 1895, W. G. scored a thousand runs in May, and finished up with an aggregate of 2,346 and an average of 51—and Ranjitsinhji, now qualified for Sussex, was in great form. But to go through each season in detail would be impossible in the course of a single article, and would probably be somewhat wearisome to my readers; I shall, therefore, confine myself to a general survey and comparison of cricket and cricketers in the twenty years between 1894-1913.

### STICKY WICKET PLAY.

Looking back at all the splendid names which come to mind during my experience of twenty years, one is not at first sight to think that there are no giants quite like the giants of one's youthful days, but a calmer reflection and a careful perusal of form leads one to the conclusion that there are as good fish in the sea to-day as ever came out of it. Of one thing I am certain, and that is, that it is harder to make runs in first-class cricket to-day than it was twelve or fifteen years ago, for the reason that the bowling is more varied and that captaincy has improved. There were, as I have said, very few real sweepers when I first began, and the googlie was undreamt of.

Now one has to face "sweepers," "inswingers," and googlies, and left-arm bowlers keeping a length on the leg stump with seven fieldsmen on the leg side, while a great deal more thought and attention, generally speaking, are paid to the tactics of the game, and the catching is more reliable than it was. About the years 1899, 1900, 1901, far too many catches were dropped, as Alfred Shaw in his book points out, in county cricket, though this criticism does not refer to an England eleven, A. C. MacLaren's side which went out to Australia in 1901-2, for example, being a magnificent holding side; but to first-class cricket as a whole. Between 1898 and 1902 there was a good deal of man used in the preparation of wickets, and this made run-getting easier than it is to-day, and one of the wisest of the many wise things the M.C.C. have done was the circular which discouraged the use of what may be called artificial means in the making of a pitch. Nowadays one never comes across a wicket such as the Oval and Leyton used at one time to be.

### GENERAL IMPROVEMENT.

The batting of to-day on hard true wickets is no better than it was, and is probably less attractive to look at, the swinging away ball having made certain off-side strokes rather dangerous, but on wet and sticky wickets batsmen as a general rule are superior to what they were. The great players of the 'nineties—Grace, Stoddart, Shrewsbury, and many others—played just as well on sticky wickets as the greatest of their successors, but the general level of sticky wicket play has improved.

This I attribute to the influence of Ranjitsinhji, who drove home the fact that when the ball is turning back play is safer than forward play. Of course one occasionally comes across a really difficult wicket on which two left-handed bowlers like Blythe and Tarrant are almost unplayable, but I do not think I am guilty of an exaggeration in maintaining that the standard of wicket play is better understood than it was. Wicket-keeping to-day is as splendid as ever, but it cannot be said to be better than it was, when one thinks of such men as G. MacGregor, Lilley, Storer, and others, but, as I have said, the general level of fielding seems to me higher, there being less toleration shown to the indifferent or lazy fieldsmen.

## OUR BEST BOWLERS.

With regard to bowling one may fairly claim that Barnes has never had a superior and very, very few equals. He is the best bowler on all wickets I have met in my career, having every good quality, spin, a break both ways, flight, and accuracy of length. Moreover, he brings the ball down from a great height. There is no Lockwood or Richardson just now, and the former on his day was the greatest fast bowler of my time, and, probably, of any time. He had a very quick break back, made the ball get up nastily, and could send down a very well disguised slow ball.

Richardson was far more consistent than Lockwood, and many wonderful feats stand to his credit. He was a greater bowler day in and day out than Lockwood, being infinitely more consistent, but he did not have that puzzling slow ball in his armoury. He was a fine figure of a man, and his break back was terrific, and few men have bowled a better yorker. Fast bowling has its chief representative to-day in Hirst, who is really fast and has made great improvement recently, obtaining more command over his length.

### SOME GREAT BOWLERS.

Many people maintain that there is no left-handed bowler so good as Peel or Rhodes were, but my own opinion is that Blythe is as great a bowler as either of the famous Yorkshiremen. He is a master of flight, and has a great knowledge of the game, and how to bowl to various styles of players. On a sticky wicket he is extraordinarily difficult.

Among medium to fast medium bowlers Booth ranks very high. I consider him a most able bowler. Slower than Booth is Albert. Reiff, with his moderate length and average both ways. D. W. Carr and J. W. Hearne represent the English googlie school, and on his day and in his hour I believe the latter to be our greatest exponent of this particular style. He spins the ball tremendously, and comes off the pitch at an amazing pace. B. J. T. Bosanquet was, as all the world knows, the inventor of the "off-breaking leg-break," and he taught it to R. S. Schwarz, who taught it to the South Africans, who, in A. E. Vogler and G. A. Faulkner, produced the two best googlie bowlers the world has yet seen, though H. W. Hordern, the Australian, is a close rival.

### ENGLAND'S STRENGTH.

Of the fast left-handed swing F. R. Foster in Australia in 1911-1912, and in the English summer of 1911 was the best I have ever seen of his method.

On the whole in considering England's strength things could hardly be better at the present moment. We won the rubber in Australia in 1911-1912; we came out first in the Triangular Tournament, and we have since defeated South Africa quite easily. In Hobbs we have the best batsman in the world at the present time—one worthy of comparison with any of the giants of the past—and in Barnes, beyond all question, the best bowler. A further encouraging fact is that we have so many men who while still young have got to the top of the tree—J. W. Hearne, Woolley, and Mead, for instance, and I believe that at the present time we could put an eleven into the field not unworthy of comparison with the great England elevens of 1896 and of 1902.

## SUFFERERS FROM SKIN & BLOOD DISEASES

such as ECZEMA, SCORFUM, BAD LEGS, ASCLEDER, ULCERS, GLANDULAR SWELLINGS, BOILS, PUIMPLES, Eruptions, PILES, BLOOD POISON, RHEUMATISM, GOUT, &c., should at once realize that outward application, such as lotions, ointments, so-called balms, &c., though they may give relief for the time being, DO NOT CURE. The trouble lies deeper—in the blood. These complaints are the result of clogging impurities in the blood—and so

## CAN BE CURED ONLY BY PURIFYING THE BLOOD.

For cleansing the blood of all impurities, from whatever cause arising, there is no other medicine just as good as Clarke's Blood Mixture—that's why in thousands of cases of skin and blood diseases it has effected truly remarkable cures where all other treatments have failed.

The Editor of the "FAMILY DOCTOR," London's popular medical weekly, writes: "We have seen hosts of letters bearing testimony to the truly wonderful cures by Clarke's Blood Mixture. It is the first Blood Purifier that Science and Medical Skill have brought to light, and we can with the utmost confidence recommend it to our subscribers and the public generally."

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THE WORLD'S BEST BLOOD  
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WILL CURE YOU.  
Sold by all Chemists and Patent Medicine Vendors throughout the World.  
REFUSE SUBSTITUTES.

## GIBBS MEDICAL CARBOLIC SOAP

Guaranteed 25% Pure Carbolic  
Specially prepared for use in  
hot climates. A splendid  
preventative against indigestion  
and for the best use in  
the market.



This year  
—the next  
and—  
the next—



and for years and years after that the "Johnnie Walker" now distilling will be in bond—gradually acquiring the perfection for which "Johnnie Walker" is famous.

Guaranteed same Quality throughout the World.

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Over 6 years old.  
JOHNNIE WALKER "Red" Label.  
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JOHNNIE WALKER "Black" Label.  
Over 12 years old.

To safeguard these ages our policy for the future is the policy of the past. First and foremost to see that the margin of stocks over sales is always large enough to maintain our unique quality.

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G15 JOHN WALKER & SONS, LTD., Scotch Whisky Distillers, Kilmarnock, Scotland.

102-13

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Not simply a thirst-quencher or stimulant, but just the purest and most health-inspiring spirit that has ever been produced—

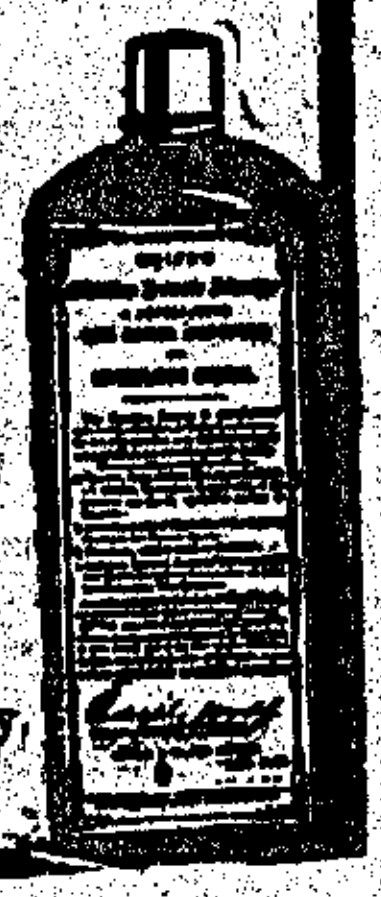
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the beverage for all times and all weathers, for men or women, the healthy or the ailing. It imparts lasting exhilaration and gives tone and vigor to the system. A real health tonic owing to its cleansing action on the liver, kidneys, and other organs. Vastly superior to ordinary gin.

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## UNCLAIMED TELEGRAMS.

The following is a list of unclaimed telegrams lying in the Eastern Extension, Australasia and China Telegraph Company's office at Hongkong—

ADDRESS	FROM
Aufhorst, Hongkong Hotel, Saigon	Saigon
Bradley (Not B. & Co.), London	London
Burrows, North Lloyd, Shanghai	Shanghai
Chao, 75, Jervois street, Hongkong	Hongkong
Fountain, Hongkong	Hongkong
Furthman, Hongkong	Hongkong
Hader, c/o Nordby, Hongkong	Hongkong
Hapvoiching, Rue Chahosi, No. 21, C. Cholon	C. Cholon
Hong, Mow, Stanley St., Hongkong	Hongkong
Jamieson, Peto, Seattle	Seattle
Karnheiser, c/o Leeyou, Second Storey, 10, Queen's Road	Penang
Central, Penang	Penang
Kwanlong, Penang	Penang
Maclean, Macassar	Macassar
Maclean, Hampstead	Hampstead
Nosworthy, Paris	Paris
Seangthye, Penang	Penang
Shoon, London	London
Smith, Kingsclere, Kelang	Kelang
Takeli, Singapore	Singapore
Tungyukhai, Penang	Penang
Vernicou, London	London
Weekes, Singapore	Singapore
Wingate, Haiphong	Haiphong
Wingyeh, Vancouver	Vancouver
Wong Hong, Hong, Road, 17, Macao	Macao
Yuekong, Weihaiwei	Weihaiwei
Yongkamfon, c/o Chop Tong, koe, Singapore	Singapore
5454, Weihaiwei	Weihaiwei

Following is a list of unclaimed telegrams lying in the Great Northern Telegraph Company's office at Hongkong—

ADDRESS	FROM
Burlyok, Wskamatu	Wskamatu
Muchin, Chikuzen	Chikuzen
5440/2621/317/6670/1131/0735	Minousluk
1016/6671/0618/1987/2282/0338	Shanghai
7003	Shanghai

## WEATHER REPORT.

On the 15th at 1055 a.m.—Pressure has decreased slightly along the coast from Weihaiwei to Cape St. James, and over the Loochoos and Formosa.

Pressure is still highest in the neighbourhood of the Bonins.

The depression, which appears to be deepening, passed near Legaspi yesterday afternoon. At 6 a.m. this morning the centre was in about 13 deg. N. and 123 deg. E.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.17 inches.

The forecast for the 24 hours ending at noon to-day is as follows—

DISTRICT	FORECAST
Hongkong & Neighbourhood	S. to E. winds moderate, fine.
Formosa Channel	The same as No. 1.
South coast of China between Hongkong and Lamooks	The same as No. 1.
South coast of China between Hongkong and Hainan	The same as No. 1.

## HONGKONG TIDE TABLE.

From 20th to 26th June, 1914

Days of Week	Days of Month	High WATER		Low WATER	
		H'kong. Mean Time	Height	H'kong. Mean Time	Height
Satur.	20	6 35	6.1	0 14	2.8
Sun.	21	8 28	5.8	2 11	1.8
Mon.	22	9 23	5.5	3 05	0.9
Tues.	23	10 14	5.3	3 52	0.8
Wed.	24	11 05	5.1	4 40	0.4
Thurs.	25	11 51	4.9	5 28	0.2
Fri.	26	12 36	4.7	6 16	0.1

## JJ &amp; S

JOHN JAMESON'S WHISKY unequalled for flavor and purity. Guaranteed to be PURE POT STILL WHISKY. Famous for over 100 years. John Jameson & Son, Ltd., Dublin. Distillers to H.M. The King.

**HIMRODS**  
Gives instant relief. No matter what your respiratory organs may be suffering from—ASTHMA, INFLUENZA, NASAL CATARRH, OR ORDINARY COUGH. You will find in this remedy a restorative power that is simply unequalled.

## SCIENTIFIC MISCELLANY.

## FLOWER COLOUR AND PERFUME.

The colour and odour of 4,300 plant species, of 27 families, were investigated a number of years ago by Schubler and Koehler, German botanists, and their results have been lately reported in France. Of the total species just one tenth were odoriferous. These scented flowers numbered 167 of the 1,194 white species, 84 of the 933 red, 77 of the 850 yellow, 31 of the 594 blue, 13 of the 308 violet, 24 of the 153 green, 3 of the 50 orange, and 1 of the 18 brown. The white flowers are not only the most common, but include the largest proportion of odoriferous species. The perfume, moreover, is oftener pleasing, as in 100 white flowers there are 15 of agreeable and only 1 of disagreeable odour, while in coloured plants the ratio of agreeable to disagreeable odours is only 5 to 1.

## THE DANCER'S DISEASE.

"Tango-foot" is the name given to a new trouble by Dr. G. F. Boehme, Jr., of New York. It belongs to the rapidly growing class of occupational diseases, which are represented by "housemaid's knee" and "miner's elbow," but in this case the special overtaxing is due to the modern dance, especially the tango and the maxixe, which call for great exercise of the ankle muscles. At the time of the report, seven cases had been seen. In all there was marked stiffness of the ankle joint, with increasing pain and limping for a few days, causing more or less anxiety, but rest was the one remedy needed.

## LONGITUDE BY PHOTOGRAPH.

The novel method of finding longitude lately tried by Prof. Lippmann, the French astronomer, is the comparison of simultaneous photographs of the sky taken at two stations. The zenith being shown by an artificial star, the difference in the places of natural stars very accurately indicates the difference in longitude, and if the longitude of one place is known that of the other can be fixed with an uncertainty claimed to be only a few feet—perhaps 10 or 15.

## EARTHQUAKES AND TREMORS.

Considering modern earthquake investigation, Count de Montessus de Ballore shows that in eleven years, 1899-1909, the horizontal pendulums of instruments at 59 observatories registered 681 megascisms, or large earthquakes. Of these, an average of 31 a year, or about one-third of the mean annual total, were more or less destructive on land. This agrees well with the ratio of land to sea, and it is inferred that minor tremors also have about the same frequency at sea as on land—though, of course, they escape detection—so that Milne's record of 30,000 sensible shocks a year should be raised to 80,000 or more, to include all tremblings of appreciable intensity affecting any part of the globe. It is in the Pacific region, between 180 degrees east and 80 degrees west longitude, that 80 per cent of the earthquakes are located. This is the water hemisphere, and 42 per cent of the earthquakes have their origin in the east of this area and 35 per cent in the west—these being the world's chief earthquake localities.

## MEALS FOR EFFICIENCY.

Like other engines, the human body is found by Prof. Bergonie of Bordeaux to depend for highest efficiency upon proper "firing." In his communication to the Paris Academy of Sciences, he concludes that the fuel, or food, does not begin to supply energy until it is digested, or in about three hours, and that the day's chief repast should be a liberal breakfast at about 7.30 a.m., the only other meals being a light luncheon of afternoon tea at about 4 p.m., and a light supper at about 8.30, shortly before retiring. The energy stored in sleep suffices for the early day, the heavy breakfast gives the supply for the chief working hours, the afternoon luncheon provides for evening, and the late supper is the source of the store laid up in sleep.

## A SUCTION LIFTER.

A long-handled small magnet has proven a great machine-shop convenience, for picking up small nuts and other articles of iron or steel in places difficult to reach. Little objects not of iron or steel are misplaced also, and now it is proposed to secure these by a variation of the vacuum-cleaner, a rubber suction cup at the end of a hollow handle being connected to the pipe of an exhaust-pump, with a small thumb-valve for control.

## A PORTABLE POWER HAMMER.

A new electro-pneumatic hand hammer, designed especially for riveting and cutting in machine shops and drilling in stone quarries, claims the advantage of portability over the ordinary compressed air hammer, as it can be attached to any lighting or power circuit. A small motor-driven air compressor, operated at low pressure, is connected to the hammer by a length of armoured hose, and rapid admission and withdrawal of air behind the hammer-head piston gives the blows of the hammer. The strength of the blows is adjustable. The complete apparatus is transported to the place desired on a light truck, and an eye-bolt on the air pump provides for suspension at any height that may be necessary.

## OX TUMORS.

The injection of a few drops of iodine into the ty tumors on the ox has been reported to the Paris Academy of Sciences as the effective remedy of Dr. Adrian Lucet. The larvae of a species of fly develop from eggs deposited under the skin of the ox's back, and cause painful abscesses with loss of weight, the flesh being made valueless and the skin pierced with holes. The losses resulting are enormous. Hitherto the larvae have been removed by hand or pincers, but many successful experiments have been made with the new method.

NEXT TIME  
You Feel Out-of-Sorts

When your Stomach is feeble, and needs assistance, Mother Seigel's Syrup is ready to your hand—use it.

Mother Seigel's Syrup, by restoring tone and healthy activity to the digestive organs, promotes the thorough digestion of your food, and the perfect nourishment of your body.

Try it for biliousness, headaches, constipation, flatulence, furred tongue, pains after eating, loss of appetite, languor, and depression. Beware of substitutes.

Mrs. E. Van Almelo, of Vineyard Road, Claremont, Cape, writing on May 7th, 1913, says:—Six months ago I became so depressed, melancholy, and run down that I was totally unfitted for work.

"I suffered a great deal from indigestion, sick headaches, bad taste in the mouth, and blurred vision."

"Not until I took Mother Seigel's Syrup did I gain relief, and then three bottles restored my health and strength."

## TAKE

## MOTHER SEIGEL'S SYRUP

UNEQUALLED for INDIGESTION, BILIOUSNESS, HEADACHES.

WESTMINSTER  
SMOKING MIXTURE

in 4lb tins at \$1.00 per tin.

A carefully blended and delicately flavoured pipe Tobacco.

## SOLD BY—

KELLY & WALSH, LTD.  
KRUSE & CO.  
A. S. WATSON & Co., LTD.  
LANE, CRAWFORD & Co.  
TURCO-EGYPTIAN TOBACCO STORE.  
VICTORIA DISPENSARY.



Hongkong, 12th June, 1914.

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## FOUR-LEAFED CLOVER.

Heridity and nutrition are the factors varying the ordinary three-leaved clover to the "lucky" four-leaved, according to J. Perriaz. Clover plants with extra leaves—four, five, six, and even seven—are common after a moist season, and are those of two leaves sometimes seen are very rare. Some plants, however, inherit the four-leaved abnormality. They retain the peculiarity through generations after generation, and varying conditions change only the size of the leaves.

## THE WORLD'S ZOO.

In his latest annual reference list, S. S. Flower, of the Zoological Gardens of Gizeh, shows that the world's Zoological Gardens now number 175. Of these, Europe claims 60; North America, 57; Asia, 27; Africa, 13; South America, 10; and Australasia, 5.

## SHIPPING IN PORT

## STEAMERS.

AVA MARU, Japanese str., 3,047, Tominaga, 16th June—Shanghai 13th June, Mail and General—Nippon Yusen Kaisha.  
BENTLEY, British str., 2,610, W. Hastie, 16th June—Mojito 10th June, Coal—Gibb, Livingston & Co.  
CHEYNA, British str., 1,352, Lloyd-Jones, 16th June—Shanghai 14th June, General—Butterfield & Swire.  
CHYCHOW, British str., 1,193, J. Lloyd, 13th June—Singapore 9th June, Stone—Sheehan, Jones & Co.  
CHILDAL, Norwegian str., 1,102, H. Nielsen, 16th June—Bangkok 4th June, Rice—Thorsen & Co.  
CROVIN MARU, Japanese str., Yamasaki, 17th June—Roromasa 15th June, Nil—Chinese.  
CHUNBANG, British str., 1,415, G. J. Mattock, 18th June—Bangkok 12th June, General—Jardine Matheson & Co.  
DAIRIN MARU, Japanese str., 899, K. Murakami, 16th June—Swatow 16th June, General—Osaka Shosen Kaisha.  
DEVAKONG, British str., 1,047, C. W. Shearer, 17th June—Saigon 13th June, Rice and General—A. Buns & Co.  
FUKUJI MARU, Japanese str., 3,087, Meraoko, 16th June—Mojito 9th June, Coal—Mitsui Bussan Kaisha.

CEMINI, British str., 1,350, Jones, 13th June—Bangkok 6th June, Rice—A. Buns & Co.  
HARPATRIAN, British str., 2,958, W. J. Ront, 13th June—Philadelphia 1st April, Case Oil—Standard Oil Co.  
KIRIN, Maru, Japanese str., 3,510, M. Nakamura, 18th June—Singapore 16th June, General—Nippon Yusen Kaisha.  
KWANGLOE, Chinese str., 1,468, J. Mo Arthur, 18th June—Shanghai 14th June—General—Chinese.  
KWEILIN, British str., 1,073, Mills, 16th June—Shanghai 13th June, General—Butterfield & Swire.  
LOONGSANG, British str., 1,950, G. W. W. Leask, 16th June—Manila 13th June, General—Jardine Matheson & Co.  
MARIE, German str., 1,189, J. Davidson, 16th June—Manzanillo 12th May, Nil—Chinese.  
MONGOLIA, American str., 8,760, Emery Rice, 15th June—San Francisco and Manila 10th June, General—Pacific Mail S.S. Co.  
NIPPON MARU, Japanese str., 3,452, A. G. Stevens, 11th June—San Francisco 14th May, General—Toyo Kisen Kaisha.  
PAKIAU, German str., 1,017, T. Wenzel, 16th June—Bangkok 6th June, Rice—Melchers & Co.  
PERA NANO, British str., 1,012, J. Scott, 14th June—Zamboanga 10th June, Timber—Order.  
QUANTA, German str., 1,189, Madsen, 16th June—Saigon 11th June, Rice—Stemessen & Co.  
RAVAN, German str., 1,375, J. V. Bruhn, 14th June—Sandakan 9th June, General—Melchers & Co.  
RIOTUN MARU, Japanese str., 2,890, Yamauchi, 17th June—Keelung 15th June, Coal—Dodwell & Co.  
SOPHIE RICKMERS, German str., 2,330, Tuerrow, 8th June—Shanghai 4th June, General—Order.  
TARADA, British str., 2,253, O. M. Robins, 16th May—Calcutta 20th June, General—David Samson & Co.  
TILMARI, Dutch str., 3,801, B. G. Ouldings, 17th June—Makie 12th June, General—Java China-Japan Lijn.  
TOSOTO, British str., 2,555, T. J. Thon-Kildron, 10th June—Hamburg 21st April, Sugar—Rickmers Line.  
YATSHING, British str., 1,424, Jarrett, 16th June—Mojito 10th June, Coal and General—Jardine Matheson & Co.  
YET MARU NO. 2, Japanese str., 1,953, Itani, 11th June—Wakamatsu 5th June, Coal—Mitsui Bussan Kaisha.

## VESSELS EXPECTED.

## THE AUSTRALIAN MAILS.

The I.G.M. str. *Prinz Sigismund* left Yap on the 16th June, and may be expected here on or about the 23rd June.

The A.O. Line str. *Taiyuan* left Sydney for Hongkong via Queensland Ports, Port Darwin, Zamboanga and Manila on the 9th June, and may be expected to arrive here on or about the 2nd July.

The E. & A. str. *Aldersham* left Sydney for this port (via Queensland Ports and Manila) on the 10th June, and may be expected to arrive here on or about 4th July.

## THE GERMAN MAIL.

The I.G.M. str. *Kaiser* carrying the German mails with dates from Berlin of the 37th May, left Colombo on the 13th June, p.m., and may be expected here on or about the 24th June.

## MERCHANT STEAMERS.

The H.A.L. str. *Wuertemberg* left Shanghai on the 17th June, a.m., and may be expected here on or about the 20th June, a.m.

The Bank Line str. *Salamis* left Singapore on the 17th June, at 5 p.m., and is expected to arrive here on the 23rd June, at daylight.

The N.Y.K. str. *Huano Maru* (European Line) left London for this port via ports on the 23rd May, and is expected here on the 30th June.

The str. *Torilla* left Calcutta on the 14th June, and may be expected here on or about the 30th June.

The East Asiatic Co.'s str. *Indian* left Port Said on the 10th June, and may be expected here on or about the 7th July.

The str. *Glenfarg* passed the Suez Canal on the 5th June, for Hongkong via Straits.

INDO-CHINA STEAM NAVIGATION CO., LTD. *Kantung*, from Singapore, is due in Hongkong 20th June.

*Long*, from Calcutta, is due in Hongkong 20th June.

*Yung*, from Weihaiwei, is due in Hongkong 19th June.

*Nansang*, from Moji, is due in Hongkong 20th June.

SHIRE LINE, LIMITED. *Radnorshire*, from Portland, is due in Hongkong 23rd June.

*Stonmouthshire*, from London, is due in Hongkong 23rd June.

*Den of Airlie*, from London, is due in Hongkong 8th August.

## NOTICES TO CONSIGNEES

S.S. "CHILI," COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE

CONSIGNEES of Cargo from London or Havre ex S.S. "Normand" in connection with above Steamer are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, and West Point Godowns, whence delivery may be obtained. Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon To-day requesting it to be landed here. Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after 2nd inst. at Noon will be subject to rent and landing charges. All claims must be sent in to me on or before the 25th inst., or they will not be recognized. All damaged packages will be examined on Monday 22nd inst., at 10 A.M. No Fire Insurance has been effected. P. THOMAS, Agent.

Hongkong, 16th June, 1914. [2]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"NAGOA"

Arrived Hongkong on 16th June, 1914. From ANTWERP, LONDON, MALTA, PORT SAID, SUEZ & STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risks in the Hongkong and Kowloon Wharf and Godown Co.'s Godowns at Kowloon, where each Consignee will be sorted out Mark by Mark and delivered as the Goods are landed. Optional Goods will be landed here unless instructions are given to the contrary within 4 hours. Goods not cleared within 9 days including date of arrival will be subject to rent. No Fire Insurance will be effected by me in any case whatever. Damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. GORDON and DOUGLAS, at 10 A.M. on MONDAY and THURSDAY. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godowns. E. A. HEWITT, Superintendent.

Hongkong, 16th June, 1914. [1]

RICKMERS LINE

NOTICE TO CONSIGNEES.

THE Steamer

"SABINE RICKMERS"

having arrived Consignees of Cargo are hereby informed that their Goods are being landed and stored at their risks in the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery may be obtained. Optional Goods will be forwarded on unless intimation is received from the Consignees before Noon To-day requesting it to be landed here. Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after 2nd inst. at Noon will be subject to rent and landing charges. All claims must be sent in to me on or before the 25th inst., or they will not be recognized. All damaged packages will be examined on Monday 22nd inst., at 10 A.M. No Fire Insurance has been effected. Bills of Lading will be countersigned by the Undersigned. RICKMERS LINE, FRED. BOENEMANN & Co., Agents.

Hongkong, 16th June, 1914. [47]

## NOTICES TO CONSIGNEES

NORDDEUTSCHER LLOYD, BREMEN. FREIGHT LINE

## NOTICE TO CONSIGNEES

THE Steamship

"DURENDA"

having arrived Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, and West Point Godowns, whence delivery may be obtained. Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon To-day requesting it to be landed here. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 21st inst. will be subject to rent. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 20th inst., at 11 A.M. All Claims must reach us before the 27th inst., or they will not be recognized. No Fire Insurance will be effected. Bills of Lading will be countersigned by the Undersigned. NORDDEUTSCHER LLOYD, MELOCHERS & Co., General Agents.

Hongkong, 15th June, 1914. [118]

EAST ASIATIC COMPANY, LIMITED, COPENHAGEN.

## NOTICE TO CONSIGNEES

THE Motor-ship

"ANNAM"

having arrived Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, and West Point Godowns, whence delivery may be obtained. Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon To-day requesting it to be landed here. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 22nd inst. will be subject to rent. All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 22nd inst., at 5.30 P.M. All Claims must reach us before the 29th inst., or they will not be recognized. No Fire Insurance will be effected. Bills of Lading will be countersigned by the Undersigned. MELOCHERS & Co., Agents.

Hongkong, 15th June, 1914. [833]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENJAMIN"

FROM LEITH, MIDDLESBRO', LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risks into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 22nd inst. will be subject to rent. All Claims against the Steamer must be presented to the Undersigned on or before the 25th inst., or they will not be recognized. All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 22nd inst., at 11 A.M. No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, 15th June, 1914. [332]

"BARBER" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

The Steamer "SAINT ROBERT"

FROM NEW YORK

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 23rd inst. will be subject to rent. All Claims against the Steamer must be presented to the Undersigned on or before the 7th July, or they will not be recognized. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 23rd inst., at 11 A.M. No Fire Insurance has been effected. Bills of Lading will be countersigned by DODWELL & Co., Ltd., Agents.

Hongkong, 15th June, 1914. [840]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"HIMALAYA"

Arrived Hongkong on 16th June, 1914. From BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risks in the Hongkong and Kowloon Wharf and Godown Co.'s Godowns at Kowloon,







# HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

## HONGKONG-CANTON LINE.

Single Fare by Night Steamer	\$6.00
Return " (available also for return by day steamer)	10.00
Single Fare by Day Steamer	4.00
Return " (available also for return by night steamer)	8.00

The attention of the travelling Public is drawn to the comfort afforded by the Companies' vessels. Passengers arriving by Night steamers from Canton (due at Hongkong about 11 p.m.) are permitted to sleep on board till next morning without extra charge. Electric fans and electric light are available all night.

## HONGKONG TO CANTON. CANTON TO HONGKONG.

SATURDAY, 20th JUNE, 1914.  
8 a.m. HONGKONG. 8 a.m. HONAM.  
10 p.m. HONAM. 5 p.m. KINSHAN.

## SUNDAY, 21st JUNE, 1914.

10 p.m. FATSAN. 4 p.m. HONAM.

## HONGKONG-MACAO LINE.

S.S. SUI TAI, 1,651 tons. S.S. TAIHAN, 1,000 tons.

### HONGKONG TO MACAO

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf. Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

### MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 5 p.m.

## EXCURSION TO MACAO.

SUNDAY, 21st JUNE, 1914.

The Company's New Steamship "TAISHAN".

Will depart from the WING LOK STREET WHARF at 9 a.m. and return from Macao at 5 p.m.

### FARES AS USUAL.

## CANTON-MACAO LINE.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m. Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

## CANTON-WUCHOW LINE.

S.S. SAINAM, 589 tons, and S.S. NANNING, 589 tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct Steamers LINYAN and SANWU. These vessels have superior cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin. Booking Office open daily (Sundays excepted) 9 a.m. to 5 p.m. Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,  
Hotel Mansions (First Floor), opposite the Blake Pier.

# MESSAGERIES MARITIMES.

## FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

### OUTWARD

For	STEAMER	To SAIL
SHANGHAI, KOBE AND YOKOHAMA	ALLANTIQUE	On 29th June.

### HOMeward

From	STEAMER	To SAIL
MADEIRAS VIA PORTS	V. CIOTAT	On 30th June, at 1 p.m.

ALL STEAMERS FITTED WITH WIRELESS.

TRANSHIPING on the Co's Steamers at COLOMBO for CALCUTTA, BOMBAY and AUSTRALIA; at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA. Through Tickets to LONDON via PARIS by rail. Circular Tickets to Europe via Suez and SIBERIAN ROUTE and vice-versa delivered here. For further particulars apply to—

P. THOMAS, AGENT.  
QUEEN'S BUILDING.

# INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

### PROPOSED SAILINGS:

From Hongkong:	STEAMER	From Colombo:
24th June.	"KATHIAWAR"	17th July.

EXCELLENT ACCOMMODATION FOR 1ST AND 2ND CLASS PASSENGERS.

# ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

### PROPOSED SAILING:

From Hongkong: "SALAMIS" 21st July.

FIRST CLASS ACCOMMODATION FOR PASSENGERS.

Fitted With WIRELESS TELEGRAPHY.

For Rates of Freight and Passage, apply to—

THE BANK LINE, LIMITED,  
MANAGING AGENTS.



# PHILIPPINES S.S. CO.

STEAMSHIP	Tons	Captain	FOR	SAILING DATE
EUBI	4000	J. Miller	Manila, Mangarin, Cebu and Dello	On 29th June, 4 p.m.
ZAFIRO	4000	F.S. McMurray	Manila, Mangarin, Cebu and Dello	On 1st July, 4 p.m.

Passengers Holding Round Trip Tickets may Return by any Steamer of the PACIFIC MAIL S.S. CO., TOYO KAIEN KAISHA, NIPPON Yusen Kaisha, LLOYD and EASTERN and AUSTRALIAN STEAMSHIP CO., LTD. Competent Stewards Carried. Electric Light, Fans in every Cabin. For Freight or Passage, apply to— SHEWAN, TOMES & Co., General Managers. Hongkong, 18th June 1914.

# PACIFIC MAIL S.S. CO.

OPERATING MODERN HIGH POWERED TWIN SCREW EXPRESS STEAMERS.  
MONGOLIA 27000 tons MANCHURIA 27000 tons  
KOREA 18000 tons SIBERIA 18000 tons  
CHINA 10200 tons NILE 10000 tons  
PERSIA 8000 tons

Between Hong Kong, Manila, Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco.

"THE SUNSHINE BELT"—The Most Comfortable Route to America and Europe.

MONGOLIA	Sailing FRIDAY, 26th June, at 1 p.m.
PERSIA (via Manila)	SATURDAY, 11th July, at Noon.
KOREA	SATURDAY, 23rd July, at 1 p.m.
SIBERIA	TUESDAY, 4th Aug., at 1 p.m.

These steamers are famous for their modern equipment, comfort and the superiority of the cuisine, which is under the personal supervision of Mr. V. Morton, the world-famous caterer. Large staterooms, equipped with electric fans, and running water. Berths equipped with electric reading lamps. Numerous amusements—salt water swimming, table, billiard, orchestra, deck games, dances, etc.—not a dull moment throughout the trip. The Safety and Comfort of Passage is Our First Consideration.

For further information, rates, literature, schedules, etc., apply to—

R. C. MORTON, AGENT,  
KING'S BUILDINGS.

TEL. No. 141.

# OSAKA SHOSHEN KAISHA.

REGULAR SERVICES.  
PROPOSED SAILINGS FROM HONGKONG.  
(SUBJECT TO ALTERATION.)

## TRANS-PACIFIC LINE.

IN CONNECTION AT TACOMA AND SEATTLE WITH

THE CHICAGO MILWAUKEE AND ST. PAUL RAILWAY CO.

## FOR VICTORIA, B.C. AND TACOMA VIA JAPAN PORTS.

Steamer	Captain	Leaving
"MEXICO MARU"	N. Kobayashi	WEDNESDAY, 24th June, at Noon.
"CHICAGO MARU"	I. Goto	THURSDAY, 25th July, at Noon.
"CANADA MARU"	K. Yamamoto	WEDNESDAY, 22nd July, at Noon.
"TACOMA MARU"	T. Hamada	THURSDAY, 26th Aug., at Noon.
"PANAMA MARU"	J. Kanoo	WEDNESDAY, 19th Aug., at Noon.
"SEATTLE MARU"	T. Saito	THURSDAY, 3rd Sept., at Noon.

Calling at KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and YOKOHAMA. Calling at KEELUNG, MOJI, KOBE, YOKOHAMA and YOKOHAMA.

These Newly-Built Steamers have fair speed and are fitted with the Wireless Apparatus. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given toward Express connection.

## JAPAN-BOMBAY LINE.

FOR BOMBAY VIA SINGAPORE, PORT SWETTENHAM, PENANG AND COLOMBO.

Steamer	Captain	Leaving
"JAVA MARU"	D. Kuchigami	MONDAY, 6th July, a.m.
"INDO MARU"	K. Komiya	THURSDAY, 13th Aug., a.m.
"LUZON MARU"	T. Miyata	

## CHINA AND FORMOSA LINE.

FOR FOOCHEW VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"KALJO MARU"	Y. Yamamoto	WEDNESDAY, 1st July, at 2 p.m.

FOR TANSUI VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"DAIJIN MARU"	K. Murakami	SUNDAY, 21st June, at Noon.
"DAIGI MARU"	S. Tokunaga	SUNDAY, 28th June, at Noon.

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"SOSHU MARU"	K. Hattori	WEDNESDAY, 24th June, at 10 a.m.

FOR CANTON.

Steamer	Captain	Leaving
"SOSHU MARU"	K. Hattori	

These Steamers of Coast and Formosa Line have Excellent accommodation for First and Second Class Passengers and are fitted with Electric Light and Fan. These Steamers will arrive at and depart from Sun Yip Wharf (near the Harbour Office, Praya Central).

For FURTHER INFORMATION, apply to—

Z. KAMIYA,

Second Floor No. 1 Queen's Building.

## HAMBURG - AMERIKA LINIE.

IN CONJUNCTION WITH

DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES.

To MARSEILLES, HAVRE, EMDEN, BREMEN, HAMBURG and NEW YORK.

From MANILA, HONGKONG and JAPAN to VICTORIA, VANCOUVER (B.C.) and SEATTLE, WASH. and PORTLAND (Or).

TAKING Cargo at Through Rates to all European, North Continental and British Ports, also Trieste, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea, and Baltic Ports, and all North and South American Ports.

### NEXT SAILINGS FROM HONGKONG:

For	Steamship	To Sail
SHANGHAI, KOBE AND YOKOHAMA	"SILESIA"	20th June
" "	"C. FERD. LARSEN"	3rd July
" "	"SENEGAMBIA"	17th July
" "	"SONDIA"	27th July
" "	"ALEXIA"	14th Aug.
" "	"SITHONIA"	23rd Aug.
" "	"LIBERIA"	11th Sept.
" "	"ALTMARK"	18th Sept.
VICTORIA, VANCOUVER, SEATTLE & PORTLAND (Or).	"ANDALUSIA"	2nd Aug.
" "	"BELGIANIA"	17th Sept.
" "	"BRASILIA"	12th Oct.
HAVRE, ROTTERDAM, HAMBURG & ANTWERP	"WUERTTEMBERG"	20th June
" "	"SEDMARK"	4th July
" "	"SEGUYIA"	31st July
" "	"GOLDENEES"	12th July
" "	"EMDEN"	18th July
" "	"HUBSEN"	19th July
" "	"HORDER"	24th July
" "	"SILESIA"	28th July
" "	"MARKOMANNIA"	5th Aug.
" "	"FRISIA"	7th Aug.
" "	"O. J. D. AHLERS"	22nd Aug.
" "	"SENEGAMBIA"	26th Aug.

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE.

Hongkong Office.

# NIPPON YUSEN KAISHA

THE JAPAN MAIL STEAMSHIP CO.

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS AND DISPLACEMENT	TONS	SAILING DATE
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, SURZ and PORT SAID	MIYAZAKI MARU Capt. Toranaka	16,000	WEDNESDAY, 1st July, at 10 a.m.
VICTORIA, B.C. and SEATTLE via KEELUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA and YOKOHAMA	AWA MARU Capt. Tomioka	12,500	THURSDAY, 2nd July, at 4 p.m.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	SHIDZUOKA MARU Capt. Deguchi	12,500	TUESDAY, 14th July, at 4 p.m.
	TANGO MARU Capt. Sakino	13,500	WEDNESDAY, 1st July, at Noon.
	NIKKO MARU Capt. B. Takada	9,600	WEDNESDAY, 29th July, at Noon.
CALCUTTA via SINGAPORE, PENANG and RANGOON	KANAGAWA MARU Capt. Tazawa	12,500	SATURDAY, 27th June.
BOMBAY via SINGAPORE, PENANG and COLOMBO	RANGOON MARU Capt. Kamachita	12,000	SUNDAY, 21st June.
SHANGHAI, MOJI and KOBE	JINSEN MARU Capt. Terada	5,000	TUESDAY, 7th July.
SHANGHAI, KOBE and YOKOHAMA	SANUKI MARU Capt. Date	12,500	FRIDAY, 3rd July.
NAGASAKI, KOBE and YOKOHAMA	NIKKO MARU Capt. B. Takada	9,600	TUESDAY, 30th June, at 5 p.m.
KOBE and YOKOHAMA	HIRANO MARU Capt. Fraser	16,000	WEDNESDAY, 1st July, at 11 a.m.

§ Fitted with New System of Wireless Telegraphy.

Cargo only.

REDUCED SUMMER RATES

BETWEEN

HONGKONG AND JAPAN PORTS.

SPECIAL EXCURSION TICKETS (1st and 2nd Class), available for 3 Months. Commencing from 1st June, ending 30th September, 1913.

	YOKOHAMA	KOBE	MOJI	NAGASAKI
Return	Return	Return	Return	Return
1st Class	\$135	\$122	\$108	\$95
2nd	\$81	\$75	\$65	\$57

With option of Rail between Steamer's Calling Ports in Japan.

For Further Information as to Freight, Sailing, &c., apply to—

T. KUSUMOTO, MANAGER.

Telephone Nos. 292 and 1241

18-9-14

# PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS

FOR

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Connecting Steamer "ORIENTAL"	Steamers to	Leave SHANGHAI	Leave HONGKONG	Connecting Steamer from COLOMBO to MARSEILLES and LONDON	Due at MARSEILLES	Due at LONDON
YOKOHAMA	COLOMBO	HAI	KONG		1st	2nd
p.m.		6 p.m.	6 p.m.		Saturday	Friday
Thurs.		Thurs.	Satur.		July 18	July 24
June 11	DELTA	June 16	June 20	MAHMOUDA	Aug. 1	Aug. 7
June 25	HIMALAYA	June 30	July 4	MOLDAVIA	Aug. 15	Aug. 21
July 9	ASSAYE	July 14	July 18	MEDINA	Aug. 29	Sept. 4
July 23	DEVANHA	July 28	Aug. 1	MONGOLIA	Sept. 12	Sept. 18
Aug. 6	DELTA	Aug. 11	Aug. 15	EGYPT	Sept. 26	Oct. 2
Aug. 20	HIMALAYA	Aug. 25	Aug. 29	MAIWA	Oct. 10	Oct. 16
Sept. 3	ARCADIA	Sept. 8	Sept. 12	MOBBA	Oct. 23	Oct. 29
Sept. 17	ASSAYE	Sept. 22	Sept. 26	MALOJA	Nov. 6	Nov. 12
Oct. 1	DEVANHA	Oct. 6	Oct. 10	MOOLTAN	Nov. 19	Nov. 25

THE ATTENTION of Passengers is drawn to the ACCELERATED ARRIVAL of the Mail Steamers at Marseilles, Plymouth and London. These vessels will now arrive in Marseilles on Friday, and London on the following Friday. Arrangements are also being made whereby passengers by the P. & O. Special Train from Marseilles can now arrive in London at 3.25 p.m. on Saturdays.

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

### FARES

The Fares to London and Marseilles are as follows:—

	1st Saloon	2nd Saloon	3rd Saloon	Single	Return
LONDON	\$65	\$45	\$35	\$125	\$195
MARSEILLES	\$65	\$45	\$35	\$125	\$195

IN ADDITION TO THE ABOVE MAIL STEAMERS

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON

CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES

PROPOSED SAILINGS:

	about	about	about	about	about	about
NELLORE	June 9	June 18	June 24	June 30	July 28	Aug. 3
*KHYBER	June 23	July 2	July 8	July 14	Aug. 11	Aug. 17
NAGAYA	July 7	July 16	July 22	July 28	Aug. 26	Sept. 1
SYRIA	July 21	July 30	Aug. 5	Aug. 11	Sept. 8	Sept. 14
NILE	Aug. 4	Aug. 13	Aug. 19	Aug. 25	Sept. 23	Oct. 3
MALTA	Aug. 18	Aug. 27	Sept. 2	Sept. 8	Oct. 7	Oct. 13
SARDINIA	Sept. 1	Sept. 10	Sept. 16	Sept. 22	Oct. 21	Oct. 27
NUBIA	Sept. 15	Sept. 24	Oct. 6	Oct. 13	Nov. 4	Nov. 10
NAMUR	Sept. 29	Oct. 8	Oct. 14	Oct. 20	Nov. 18	Nov. 24



# PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON VIA USUAL PORTS	DELTA	Noon, 20th June	See Special Advertisement.
LONDON AND ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID, and MARSEILLES.	NELLORE	About 24th June	Freight and Passage.
SHANGHAI, MOJI, KOBE, SYRIA, and YOKOHAMA	Capt. C. R. Longden, R.N.R.	About 26th June	Freight and Passage.
SHANGHAI	ASSAYE	About 2nd July	Freight and Passage.

All the above Steamers are fitted with Wireless Telegraphy.

For Further Particulars apply to  
**E. A. HEWETT,**  
Superintendent.

Hongkong, 19th June, 1914.

## CHINA NAVIGATION CO., LTD.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI AND TSINGTAU	"CHENAN"	On 20th June, 4 p.m.	
MANILA, CEBU and ILOILO	"TAMING"	On 23rd June, 4 p.m.	
SHANGHAI	"SHAOHSING"	On 25th June, 4 p.m.	
HONGKONG and HAIPHONG	"KAIKONG"	On 26th June, 10 a.m.	
SHANGHAI	"ANHUI"	On 27th June, 4 p.m.	
SHANGHAI AND TSINGTAU	"YINGCHOW"	On 27th June, 4 p.m.	
AMOI, WHARF, CHEFOO and TIENTSIN	"KUEICHOW"	On 28th June, 10 a.m.	
MANILA, CEBU and ILOILO	"TEAN"	On 30th June, 4 p.m.	
SHANGHAI	"LIANGCHOW"	On 30th June, 4 p.m.	

DIRECT SAILINGS TO WEST BIVEE, Twice Weekly.  
S.S. "LINTAN" and S.S. "SANUL"

MANILA LINE—TWIN-SCREW STEAMERS "CHINHUA," "TAMING" and "TEAN." Excellent Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft, on "TAMING" and "TEAN."

SHANGHAI AND TSINGTAU LINE—THE TWIN SCREW STEAMERS "ANHUI," "CHENAN," "SHAOHSING" and the S.S. "KANCHOW," "LIANGCHOW" and "YINGCHOW," having excellent accommodation, with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

The Steamers leaving Hongkong on Sundays proceed from Shanghai to TSINGTAU, leaving there on Tuesdays for Shanghai, Hongkong and Canton.

N.B.—Passengers must embark before Midnight on SATURDAY for the SUNDAY Morning sailings. A Co's launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.

**REDUCED FARES:—SINGLE \$45.....RETURN \$75.**

For Freight or Passage apply to—  
**BUTTERFIELD & SWIRE,**  
Hongkong, 20th June, 1914. Telephone 35. AGENTS.

## THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

STEAMSHIP	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
EASTERN	4th July	On 10th July, 10 a.m.
ALDENHAM	1st August	On 31st July, 10 a.m.
EMPIRE	22nd August	On 28th Aug. 10 a.m.
ST. ALBANS		On 18th Sept. 10 a.m.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. A State-Rooms have Electric Fans. A fully qualified Doctor and Stewardess are carried.

For further particulars apply to  
**GIBB, LIVINGSTON & Co.,**  
AGENTS

## DOUGLAS STEAMSHIP CO., LTD.

STEAMSHIP	CAPTAIN	LEAVING
"HAIYANG"	Capt. A. E. Hodgins	TUESDAY, 23rd June, at 11 a.m.
"HAICHING"	Capt. W. C. Passmore	FRIDAY, 26th June, at 11 a.m.
"HAITAN"	Capt. J. W. Evans	TUESDAY, 30th June, at 11 a.m.

For **SWATOW** AND RETURN.  
(Occupying 3 Days).

"HAIYANG" ... Capt. A. E. Stewart ... SUNDAY, 21st June, at 10 a.m.  
"HAIYANG" ... Capt. A. E. Stewart ... WEDNESDAY, 24th June, at 11 a.m.

During the Months of JULY and AUGUST **FIRST CLASS RETURN FARES** to FOOCHOW will be subject to a Reduction of 20 per cent. on the full Fares. Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier). For Freight and Passage, apply to—  
**DOUGLAS LAPRAIK & Co.,**  
GENERAL MANAGERS

Hongkong, 20th June, 1914.

## BRITISH INDIA S. N. CO., LTD.

STEAMSHIP	CAPTAIN	LEAVING
"TORILLA"	Capt. C. J. Swanson, R.N.R.	will be despatched for SHANGHAI, KOBE and MOJI on 6th July.
"JAPAN"	6,013 tons, Captain C. P. Seiden.	will be despatched for SINGAPORE, PENANG and CALCUTTA on 26th June, at 1 p.m.
"ARRATON APCAR"	4,450 tons, Capt. W. Walker.	will be despatched, as above on 30th inst.

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a fully qualified surgeon.

For Freight or passage, apply to  
**DAVID SASSOON & CO., LTD.,**  
Hongkong, 19th June, 1914. AGENTS.

# TOYO KISEN KAISHA. NORDDEUTSCHER LLOYD.

## SAN FRANCISCO LINE.

### VIA SHANGHAI, MANILA, THE INLAND SEA, JAPAN AND HONOLULU.

Steamer	Displacement Tons and Speed.	Leave Hongkong.
*NIPPON MARU	1,000—18 knots	TUESDAY, 23rd June.
SHINYO MARU	22,000—21 knots	TUES., 14th July.
CHIYO MARU	22,000—21 knots	TUES., 4th Aug.
TENYO MARU	22,000—21 knots	THURS., 27th Aug.

\*Via Manila omitting Shanghai.

FIRST CLASS TO LONDON £71.10... RETURN (6 MONTHS) £120.  
FIRST CLASS TO NEW YORK £60. ... " £96.10.  
" " " SAN FRANCISCO £45. ... " £68.

### SPECIAL SUMMER RATES TO JAPAN.

NAGASAKI	KOBE	YOKOHAMA
\$120.	\$135.	\$150.

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from San Francisco by Steamers of the PACIFIC MAIL S.S. Co. or from Vancouver by Steamers of the CANADIAN PACIFIC RAILWAY CO.

SPECIAL RATES given to NAVAL and MILITARY, CIVIL SERVANTS MISSIONARIES, etc.

ROUND THE WORLD Tickets issued in connection with all the Principal MAIL Lines and the Trans-Siberian Railway.

Passengers may Travel by RAILWAY between Ports of Call in Japan free of charge.

### SOUTH AMERICA LINE.

VIA JAPAN PORTS, HONOLULU, HILO, MANZANILLO,  
 SALINA CRUZ, CALLAO, IQUIQUE AND VALPARAISO.

THENCE BY

TRANS-ANDAN ROUTE TO BUENOS AIRES.

Steamer	Displacement Tons and Speed	Sails
ANYO MARU	... 18,500—15 knots ...	from NAGASAKI 2nd July.

For Full Particulars as to Passage and Freight, apply to—

S. MORIMOTO, AGENT,  
 King's Building.

TELEPHONE 291.

(212)

## AUSTRIAN LLOYD'S S.S. CO.

THROUGH TO LONDON	THROUGH TO PARIS
Single 123.5.3. 11 23.12.2	Single 123.5.3. 11 23.12.2
Round 247.0.6. 22 46.2.4	Round 247.0.6. 22 46.2.4

CIRCULAR TICKETS VIA SUEZ, for the voyage one way by Siberian Railway, returning by steamers via Suez Canal or vice versa.

FARES: range 1 Cl. from 498.10 to 4113.4.6; 11 Cl. from 263.9.4 to 277.3.6 according to the route selected. Passengers have the option of booking the voyage at way-ports and proceeding on by any vessel of the Austrian Lloyd, P. & O., North German Lloyd, Messageries Maritimes, Russian Volunteer Fleet.

ROUND THE WORLD TICKETS.

EASTWARD: From Hongkong via Canada or U.S. to a European Port and back to Hongkong via Suez Canal.

WESTWARD: From Hongkong via Suez Canal to European Port, thence via Canada or U.S. back to Hongkong.

FARES: 1 Saloon only 418.15.

For full particulars as to passages and freight, apply to  
**SANDER, WIELER & Co., AGENTS,**  
Princes Building.

Hongkong, 17th June, 1914.

### MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

BRITISH.	GERMAN.
Alacrity, despatch boat, 1,700 tons, 4 guns, 2,000 h.p., Comdr. A. Cochran, K.R.S., Weihaiwei.	Robur, river gunboat, 85 tons, 2 guns, 240 h.p., Lt.-Comdr. J. Fleetwood-Nash, West River, Rosario, despatch ship to Submarine, 980 tons, 1,400 h.p., Lieut. Comdr. F. A. Cromie, Hongkong.
Atlas, admiralty tug, 615 tons, 1,400 h.p., Hongkong.	Sandpiper, river gunboat, 85 tons, 2 guns, 2,400 h.p., Lieut. Comdr. I. A. S. Hutton, Hongkong.
Beagle, gunboat, 710 tons, 900 h.p., Lt. Comdr. V. R. Brandon, en route to Weihaiwei.	Snipe, river gunboat, 85 tons, 2 guns, 240 h.p., Lt. Comdr. M. E. J. Maxwell-Scott, Yangtze.
Britannia, gunboat, 710 tons, 900 h.p., Lieut. Comdr. P. B. Preston-Thomas, Hongkong.	Tamar, receiving ship, 4,650 tons, 6 guns, Commodore R. Anstruther, C.M.G., Hongkong.
Cadmus, British ship, 1,070 tons, 1,400 h.p., 44, Captain M. S. Fitzmaurice, Yangtze.	Teal, river gunboat, 180 tons, 2 guns, 800 h.p., Lieut. Comdr. S. P. B. Russell, Yangtze.
Cherub, water tank and tug, 390 tons, 340 h.p., Hongkong.	Thistle, gunboat, 710 tons, 900 h.p., Lt. Comdr. G. L. F. Fyfe, en route to Weihaiwei.
Clio, British ship, 1,070 tons, 1,400 h.p., Comdr. Mackenzie, Yangtze.	Triumph, battleship, 11,985 tons, 12,500 h.p., A. Comdr. A. S. Samsom, Hongkong.
Cobra, T.B.D., 560 tons, guns 4.2 pr., i.h.p., 7,500 f.d., Lieut. Comdr. C. Seymour, Weihaiwei.	Uak, T.B.D., 390 tons, 7,500 f.d., 6 guns, Lieut. Maxwell, Weihaiwei.
Chelmer, T.B.D., 567 tons, guns 4.2 pr., i.h.p., 7,500 f.d., Lieut. H. T. England, Weihaiwei.	Welland, T.B.D., 590 tons, 7,500 f.d., 6 guns, Comdr. Poignand, Hongkong.
Fama, T.B.D., Lt. Comdr. C. M. Blackman, Hongkong.	Wildgoose, gunboat, 195 tons, 3 guns, 800 h.p., Lieut. Comdr. A. J. Landon, Yangtze.
Hamphire, 10,650 tons, 21,000 f.d., 14 guns, Captain H. W. Grant, Weihaiwei.	Woodcock, gunboat, 150 tons, 2 guns, 550 h.p., Lt. Comdr. M. B. B. Blackwood, Yangtze.
Jed, T.B.D., 550 tons, guns 4.2 pr., i.h.p., 7,500 f.d., Lieut. G. F. A. Mulock, Weihaiwei.	Woodlark, gunboat, 150 tons, 2 guns, 550 h.p., Lt. Comdr. Robin W. Lloyd, Yangtze.
Kinsha, 616 tons, 1,200 h.p., Lieut. Comdr. H. Marryatt, Yangtze.	Yamouth, 2nd class cruiser, 4,900 tons, Capt. H. L. Cochran, Weihaiwei.
Merlin, surveying ship, 1,070 tons, 6 guns, 1,400 h.p., Lieut. F. J. B. Gibson, Labuan.	Submarines.
Minotaur, armoured cruiser (flagship Vice-Admiral T. H. Jernam, K.C.B.), 27,000 h.p., Capt. E. B. Kiddle, Weihaiwei.	C. 36, D. J. McGillicie, Lieut.
Mooschen, river gunboat, 150 tons, 2 guns, 300 h.p., Lt. Comdr. Alan Dixon, W. River.	C. 37, J. A. Gimes, Lieut.
Newcastle, 2nd class cruiser, 4,800 tons, 12,000 f.d., Capt. F. A. Powlett, Weihaiwei.	C. 38, R. C. Pope, Lieut.
Nightingale, river gunboat, 85 tons, 240 h.p., Lieut. Comdr. Malcolm Murray, Yangtze.	T.B. 035, Lieut. Handley.
Kennet, T.B.D., 550 tons, 4 guns, 12 pr., i.h.p., 7,500 f.d., Lieut. F. A. H. Russell, Weihaiwei.	T.B. 037, Lieut. Wyndham-Quin.
Ribble, T.B.D., 590 tons, 7,500 f.d., 6 guns, Lieut. Comdr. Wilkinson, Weihaiwei.	T.B. 038, Lieut. Seymour.

## IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TONS	TO SAIL
NAPLES, GENOA, ALGIERES, LISBON, SOUTHAMPTON, ANTWERP and HAMBURG	"GOEBEN"	17,300	Wed. day, 24th June at 10 a.m.
SHANGHAI, TSINGTAU, KOBE and YOKOHAMA	"KLEIST"	17,000	About Wed. day, 24th June.
MANILA, YAP, MARONN, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ SIGISMUND"	6,000	Saturday, 11th July at 3 p.m.
KOBE	"PRINZ SIGISMUND"	6,000	About Tuesday, 14th July, at 9 a.m.
JESSELTON, KUDAT and SANDAKAN	"BORNEO"	5,000	Tuesday, 14th July, at 9 a.m.

All the Steamers of the European Line are fitted with Wireless Telegraphic New System of Telefunken.

### RATES INCLUSIVE OF SUR-TAX.

### FREIGHT LINE.

OUTWARD.	HOMeward.
Steamship	about
"MARK"	6th July.
"GOETTINGER"	19th July.
"TUEBINGEN"	3rd Aug.

FOR HAVRE, EMDEN AND HAMBURG/BRISBANE S.S. "BORKUM" about End of June.

FOR MARSEILLES, ROTTERDAM AND BREMEN/HAMBURG S.S. "ALTAIR" Beginning of July.

FOR HAVRE, EMDEN AND HAMBURG/BRISBANE S.S. "DURENDART" Middle of July.

FOR NAPLES, GENOA, ROTTERDAM AND HAMBURG/BRISBANE S.S. "GERNIS" about 15th July.

For Further Particulars, Please apply to—  
**NORDDEUTSCHER LLOYD, MELCHERS & CO.,**  
GENERAL AGENTS.

Hongkong, 18th June, 1914.

## NORDDEUTSCHER LLOYD.

### MELCHERS & CO.

### GENERAL AGENTS.

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